

The Autocar

OCTOBER 31, 1952

LONDON SHOW REVIEW

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1/-

*Enhancing British prestige by
its achievements in the field of
International Competitions Jaguar
has, during 1952, brought to Britain
no less than Ten Million Dollars
as part of its great export earnings*



THE AUTOCAR,
OCTOBER 31, 1932

If you really care for your car



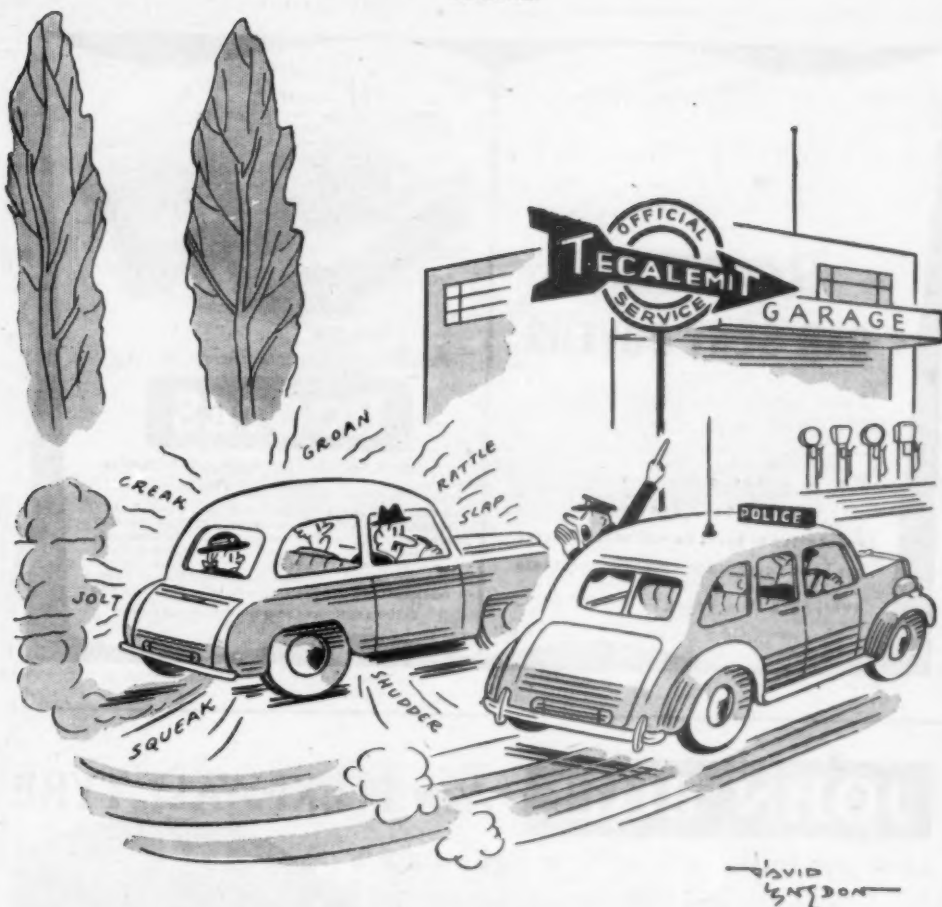
It's time to change to

ENERGOL

the oiliest oil

PRICE'S LUBRICANTS LIMITED





"P-sst! A courtesy tip — **TECALEMIT** regularly!!"

It's a good tip at
any time to have your car regularly
serviced at a Tecalemit Garage.



THERE ARE OVER 4,000 OFFICIAL TECALEMIT EQUIPPED SERVICE STATIONS

STYLE, ELEGANCE
DURABILITY

ROOTES CAR SEAT COVERS

*Tailor-made from highest quality materials,
they offer the following advantages:*

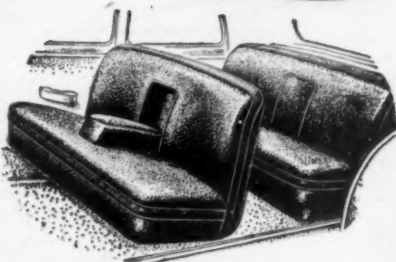
ADDED COMFORT

GOOD LOOKS AND SHAPE

PREVENTION OF SHINE TO PERSONAL CLOTHING

CAN BE DRY CLEANED BY APPROVED PROCESSES

AVAILABLE IN A VARIETY OF COLOURS



Patterns available on application to Dept. A.C.

ROOTES

LADBROKE HALL, BARLBY RD., LONDON, W.10.
Tel. LADBroke 3232

BIRMINGHAM	90/94 Charlotte Street	Central 8411
MANCHESTER	Olympia, Chester Road	Blackfriars 6677
MAIDSTONE	Mill Street	Maidstone 3333
ROCHESTER	High Street	Chatham 2231
CANTERBURY	The Pavilion	Canterbury 3232
WROTHAM	Wrotham Heath	Borough Green 4
FOLKESTONE	86/92 Tontine Street	Folkestone 3156

and from all Rootes Group Distributors and Dealers

JOHN BULL New FLEXI-WALL TYRE

now available in a wide range of sizes

INCREASED FLEXIBILITY
is the principal feature; yet the tyre retains the strength and endurance characteristic of all bearing the name
—John Bull

During the tread-life of a tyre the side-wall flexes many millions of times. That is why it is of paramount importance that the side-wall should be sound in every respect: best quality materials, good design and workmanship.

Toughened, pure rubber.

Cords of finest Egyptian cotton or high-strength rayon, each cord totally encased in rubber to ensure cool running and long life.

Designed by experts to meet the increased stresses imposed on tyres by faster modern cars.

Thick, wide, safe tread, having a unique pattern designed to give the greatest grip on all types of road surface.

Motor Show, October 22nd - November 1st
Earls Court . John Bull Stand No. 215



NO EXTRA COST

The John Bull unique trading policy — direct from factory to garage — makes it possible to sell this high-standard tyre at normal standard price.



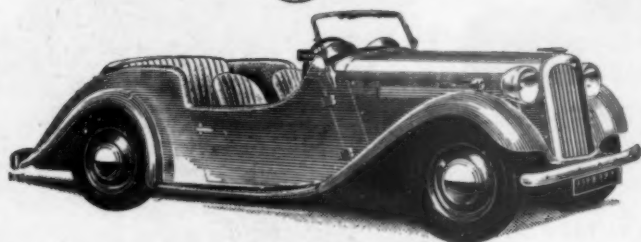
JOHN BULL RUBBER CO. LTD., LEICESTER

The Ginger 1500 Saloon



Singer Motors continue their policy of refining the comfort, performance and finish of two highly developed models—the SM 1500 Saloon and the SM Roadster. Both now available with a twin carburettor engine as an optional extra

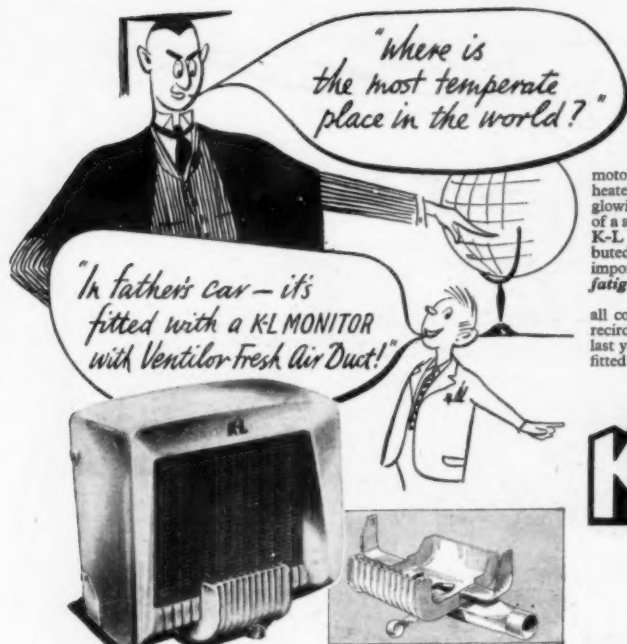
The Ginger Roadster



The SM Roadster with the 1497 c.c. engine is for Export only

INTERNATIONAL MOTOR SHOW **STAND 142** EARLS COURT · OCTOBER 22 TO NOVEMBER 1

SINGER MOTORS LIMITED · BIRMINGHAM & COVENTRY



SEE THESE AIDS TO
MOTORING COMFORT ON
STAND 88
MOTOR SHOW
EARLS COURT
OCT 22 - NOV 1

Winter or summer, at home or abroad, you can now motor in true comfort by fitting the famous Monitor heater with special fresh air duct. The heater provides glowing warmth for you and your passengers at the turn of a switch, with de-frosting or de-misting at will. With the K-L 'Ventilator' temperature conditioned air is distributed through the car without 'blow' or draught. This important development eliminates fumes, cuts driving fatigue, and gives motoring new pleasures.

The Monitor fits nearly all cars, old and new, and all cooling systems, and it can be used independently as a recirculation unit. The K-L 'Ventilator' can be used with last year's Monitor—the grey and maroon model and can be fitted to every car.

Price of Monitor with usual accessories £39.19.6
Price of 'Ventilator' Fresh Air Duct with 4' of air hose and Intake Funnel . . . 35/- extra.

KL MONITOR

with 'VENTILATOR'
FRESH AIR DUCT

Ask at your Garage or write for leaflet to

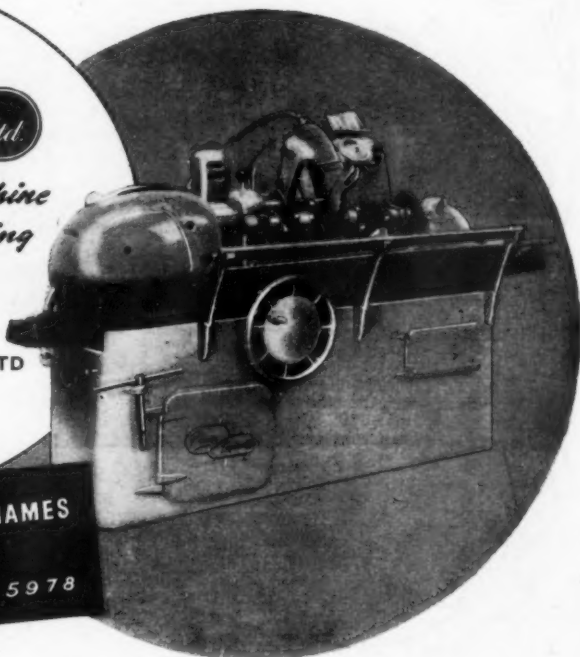
KEY-LEATHER CO. LTD., 5 URSWICK ROAD, LONDON, E.9 • Tel.: AMHerst 5202-3

Prince
(KINGSTON)
Engineers Ltd.

See this AMAZING machine
for crankshaft regrinding

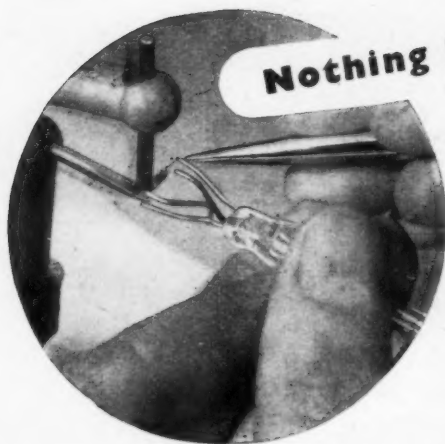
ON
KERRY'S
STAND No. 506
and
McFADDEN & BARRON LTD
STAND No. 532
at the International Motor Show
EARLS COURT
From Oct. 22nd until
Nov. 1st

PARK ROAD, KINGSTON-ON-THAMES
SURREY.
TELEPHONE: KINGSTON 5978





JOSEPH SANKEY & SONS LIMITED • HADLEY CASTLE WORKS • WELLINGTON • SHROPSHIRE
TELEPHONE: 500 WELLINGTON • TELEGRAMS: SANKEY WELLINGTON



Nothing left to chance...

This illustration of a prefocus headlamp filament being spot welded to its mount gives some idea of the delicate operation involved.

While the operators are highly skilled, nevertheless nothing is left to chance and quality control tests of light output, burning life, robustness, etc. are carried on throughout manufacture to ensure that there is no tendency to drift from the high standard set for these automobile lamps.



METROVICK LAMPS

Quality controlled throughout manufacture

METROPOLITAN-VICKERS ELECTRICAL CO. LTD., ST. PAUL'S CORNER
1-3 ST. PAUL'S CHURCHYARD, LONDON, E.C.4.

Member of A.E.I. group of companies

S/V101



*Your new engine
is valuable...*

Run it in—with care!

Merely keeping to low speeds and going steadily on hills is not enough. Your new engine deserves nothing less than the best and that means running-in with 'dag' colloidal graphite—used and recommended by car manufacturers themselves.

Take a look at these *proved* advantages.

- Up to 50% less cylinder wear.
- Longer, trouble-free engine life.
- Smoother, more economical motoring.

FREE

"The Running-in of Engines."
Safeguard your new engine right
from the start. Write to-day for our valuable
and interesting guide to successful running-in.
It's free and may save you pounds in the years to come.

Leading oil companies market
Running-in Compounds and Upper
Cylinder Lubricants based on 'dag'
colloidal graphite. Ask your accessory
dealer or garage about them.

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REGD TRADE MARK
COLLOIDAL
GRAPHITE

TAS/AC.2



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The Perfect Gift
for Home Handyman
Craftsmen. Modelmakers

Wolf Cub

COMPLETE *Electric*
HOME CONSTRUCTOR OUTFIT



★ INCLUDES EVERYTHING
TO PROVIDE
THE FOLLOWING...



PORTABLE
ELECTRIC DRILL



SANDER
& BUFFER



BENCH
DRILL STAND



BENCH
CIRCULAR SAW



WOOD TURNING
LATHE



DRILL, GRINDER
& POLISHER

Write for free
fully illustrated
descriptive brochure today

Every handyman—young or old—will obtain endless profitable pleasure from the Wolf Home Constructor Outfit, capable of doing a host of useful home repairs and construction jobs; it makes light work of everything from $\frac{1}{8}$ " drilling in steel to sawing wood as a powerful 4" circular saw bench—from removing old paint or rust to polishing a table top—from turning table legs to building a model ship. The "Cub" Electric Drill which is the power unit costs but £5.10.0. or you can add a Bench Clamp or Drill Stand or select Conversion Sets to transform it into a powerful electric saw or wood turning lathe and the complete outfit including the Cub Drill costs only £15.0.0!

STOCKED BY ALL LEADING TOOL MERCHANTS

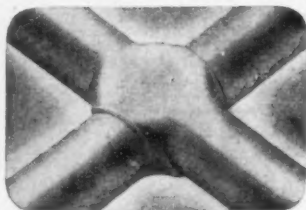
WOLF ELECTRIC TOOLS LTD · PIONEER WORKS · HANGER LANE · LONDON · W.5

3 branches · BIRMINGHAM · MANCHESTER · LEEDS · BRISTOL · GLASGOW · Telephone · PERIVALE 5631-4

MELCO announces

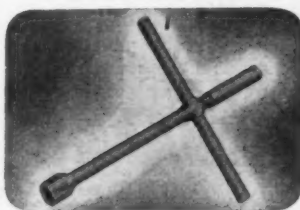
A REVOLUTIONARY PROCESS & A REVOLUTIONARY TOOL!

Full-Fusion Pressure Welding • New MELCO Spin Wrench •

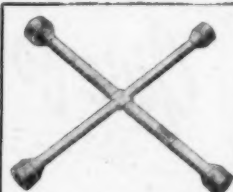


INCREASES STRENGTH • LOWERS COST

This revolutionary development produces a complete integration of two pieces of metal into a single homogeneous whole. Greater strength, neater appearance and lower costs of production are but three of its advantages.



Every motorist will welcome the 'Melco' Spin Wrenches. Because of the greater two-handed leverage they will loosen the tightest wheel-nuts where normal wheel braces would fail. Silver spray finished 'Melco' Spin Wrenches incorporate, at the cross-bars, the new full-fusion pressure welding which makes possible lower selling prices. The range covers all wheel nut sizes. Delivery is ex-stock.



Melco 4-Way Wrench also Full-Fusion Pressure Welded

All 'Melco' 4-Way Wrenches are fully heat treated, silver spray finished and incorporate, at the cross-over, the new full-fusion pressure welding, thus reducing cost. Range covers all Whitworth and S.A.E. Wheel nut sizes.

Wholesale and Export only

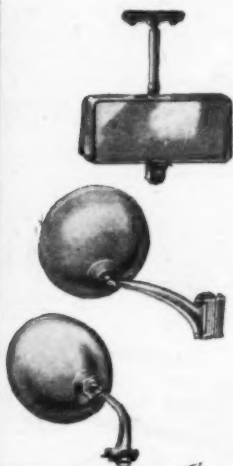
THOMAS MELDRUM LTD

FREEDOM WORKS • JOHN STREET • SHEFFIELD 2

Telephone : 25156. Telegrams : "MELCO Sheffield"

* SEE THEM AT THE SHOW! *
* AVENUE P, 1st FLOOR INTERNATIONAL MOTOR SHOW *
* STAND No. 483 Oct. 22nd—Nov. 1st, 1952 *

WINGARD
for
**DEPENDABLE
DRIVING
MIRRORS**



Wingard
(INC) LTD
of

STAND No. 340
MOTOR SHOW
22nd Oct — 1st Nov

CHICHESTER
SUSSEX



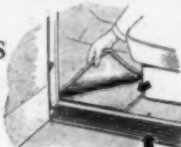


**EITHER IT IS
— or it isn't!**

JUBILEE has been our registered trade name for 30 years, and may not be used to describe any other clip.

THE FINEST CLIP in the world

L. ROBINSON & CO., (GILLINGHAM) LTD., London Chambers GILLINGHAM, KENT. PHONE 5382



*T*HERE'S considerably more to the immaculate Rover Seventy-Five than meets  the first appraising glance. A wealth of skilfully  co-ordinated refinements such as the Rover method of body silencing and controlled heating and ventilation help to make  motoring in this outstanding new car a pleasureable and unprecedented experience.

THE ROVER COMPANY LIMITED, SOLIHULL, BIRMINGHAM also DEVONSHIRE HOUSE, LONDON

CAR HEATERS

Designed by the Heat Exchange Specialists

FIT A HEATER TO
YOUR CAR AND
ENSURE COMFORT
AND SAFETY THIS
WINTER



HIGH EFFICIENCY HEATING & DE-MISTING

INDIVIDUAL INSTALLATION KITS AVAILABLE FOR ALL CARS WITH PUMP-TYPE COOLING SYSTEM. ALSO FOR

FORD 8 & 10 h.p.
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PRICES FROM
£8 - 8 - 0

Model A4 shown above is suitable for engines fitted with water pump or impeller. Exceptional heat output. Chromium plated doors deflect heat in direction required. Supplied with twin de-mister outlets. Suitable for 6 or 12 volt circuits. Distributes cool air in summer.

Write or phone for details.

CONSULT YOUR GARAGE AND INSIST ON A DELANEY GALLAY HEATER

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by

**MORRIS • AUSTIN
HILLMAN • JAGUAR
HUMBER • M.G. • RILEY • ROVER
SUNBEAM-TALBOT • WOLSELEY**



One filling of ROMAC Anti-Freezing Mixture gives full protection. It does not add to corrosion. No topping up throughout the winter if water circulation is free from leakage.



Obtainable at Service Stations, Garages and Accessory Shops.
Made by Romac Industries Ltd. The Hyde, London, N.W.9.
STANDS 418 and 478 at the Motor Show.

ANTI-FREEZING MIXTURE

A man in your position



Beware that comfortable driving seat! It helps your body to relax all these abdominal muscles which protect your internal organs. Avoid that "danger curve" — just as you would on the road. Wear a Linia belt and find how comfortable its bracing support can be. You will feel far less tired after driving . . . you'll look fitter . . . be fitter. Free booklet on the Linia Method from Department B.49

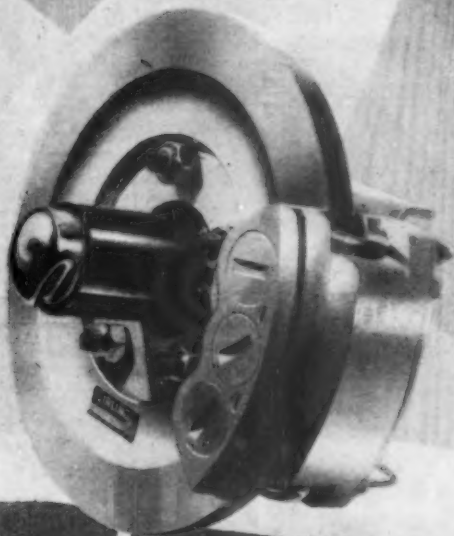
LINIA BELTS

Sold only by J. ROUSSEL Ltd.

177 Regent St., London, W.1. Tel. Regent 7370
and at Aberdeen, Birmingham, Bristol, Leeds, Liverpool, Manchester, Nottingham, Glasgow

Way Out Ahead -

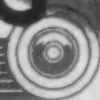
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THE
OUTSTANDING
SUCCESS OF
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Introducing the
GIRLING

THE BEST BRAKES IN THE WORLD



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INCORPORATING PATENTS LICENSED FROM THE DUNLOP RUBBER COMPANY
TOGETHER WITH OTHER GIRLING PATENTS

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SNAIL BRAND Tools

Part. "Q" Adjustable
WRENCH, made in a
complete range of sizes—
6" to 18".



Part. "Z" Double-ended
Super Spanner, Chrome
steel, smooth gun black
finish, in a complete
range of sizes—Whit.
S.A.E. and metric.

**INDISPENSABLE
ON YOUR
BENCH**



Part. No. 35, Super Machi-
nister Ball point Hammer,
in weights 1 lb. to 3 lb.

SNAIL BRAND Tools for Engineers
are the best value-for-money obtain-
able from all good Tool Dealers
and Ironmongers. If in difficulty
write for name of nearest stockists.

THOS. SMITH & SONS OF SALTLEY LTD., BIRMINGHAM 6



HEAD AND FOG LAMPS

for
**SAFE NIGHT
DRIVING**

"HELLA" are the latest scientifically
constructed HEAD AND FOG LAMPS
providing new light diffusion capable of
penetrating the thickest fog.



Model 18025, Diameter
180 mm., fully Chromed,
Price £5.18.4

Specially suitable for mounting in pairs
BLINDING GLARE IS ELIMINATED

by the incorporation of a
Bi-Reflector and Yellow lens,
which combination throws
downwards a flat beam ensuring
accurate illumination of the
road and side borders.



Model 13025,
Diameter 130 mm., fully
Chromed, Price £4.7.0



Model 11025,
Diameter 110 mm., fully
Chromed, Price £2.18.4

"HELLA" LAMPS are
supplied under
"Money-Back" Guar-
antee if entire satis-
faction not given.

Full particulars and
Trade enquiries:

SLIP PRODUCTS
95 VICTORIA STREET, ST. ALBANS, HERTS.



Distributors of:
GENUINE LOCKHEED BRAKE FLUID "APOLLO" CAR POLISH
"SLIPCO" AUTO TOP DRESSING

Among the users of Revvo Castors
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AUSTIN MOTOR Co., Ltd.
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Industrial sizes from 2" to 10" for loads up to 20 tons.

Revvo fully machined wheels from 2½" to 12" diam., with or without
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We are pleased to supply any information or advice on all castor problems.

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Telephone: MONArc 3692/3.

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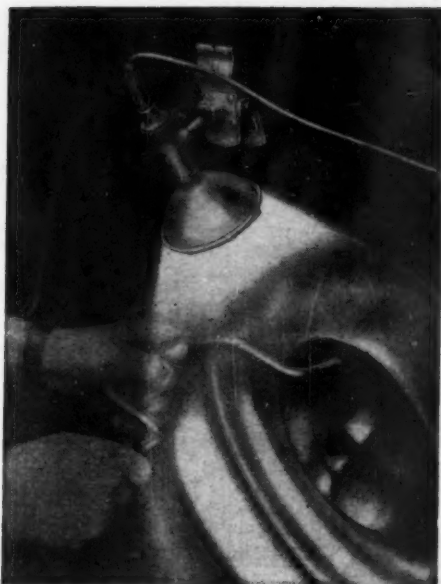
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MOTOR SHOW, EARLS COURT

BLUEMEL BROS. LTD. WOLSTON nr. COVENTRY London Office 66, Balsover Street, W.I.

Cotton



The K.N.E

"EASILITE"

PATS. PENDING

"LIFT AND IT'S LIT"

A thoroughly well-designed and made hand lamp with clip and universal joint. Can be taken to any part of the car—flex winds back on to drum after use. Supplied all complete with self-tapping fixing screws, connecting wire and clips. Easily fitted under the bonnet in 15 minutes—it becomes an integral part of the car—always instantly available and will outlast the life of car. Banishes the nightmare of that puncture in the dark. No more run-down torch batteries or "missing" loose hand lamps.

SEND FOR ILLUSTRATED BROCHU'



PRICES :— CAR TYPE—15 FT. FLEX 45/- COMMERCIAL VEHICLE TYPE—26 FT. FLEX 47/-
 COMMERCIAL VEHICLE TYPE—40 FT. FLEX 50/- STATE BULB VOLTAGE

From your local garage or in case of difficulty direct from :

THE KELVIN-NORTON ELECTRIC CO. LTD.
 SAFETEX WORKS BARBAULD ST WARRINGTON
 Phone: 1925



NOW NIGHTS ARE LONGER-

fit the light that can't fail



Have you made certain your car has adequate rear lighting at all times?

Every year neglect of this precaution causes 3,400 casualties, in fact, just under ten every night.

NOW IS THE TIME TO TAKE ACTION

Now—when nights are lengthening—is the time to fit FAIRYLITES—to protect you in case your rear light should fail. For FAIRYLITE reflectors are clearly visible at the full range of any normal headlamp.

So don't delay. FAIRYLITE reflectors only take a minute to fit and will protect you for life.

FAIRYLITE

**PROTECTS YOU
FOR LIFE!**

Ask at your local garage for a FAIRYLITE reflector today! or if they don't stock FAIRYLITE write to—

FAIRYLITES LIMITED,
 CHALEX WORKS, SOUTH-
 WICK, SUSSEX, ENGLAND.
 Similar sizes available for Bumper Fitting Type.

LANE ACCESSORIES offer

BARGAINS FOR THE MOTORIST

6in. FOGLAMPS



Black, chrome rim, complete with 6 or 12 volt bulb, 67/9 each. State voltage required.

7in. HEADLAMPS



Black, chrome rim. Complete with Pilot Light and Double Filament, Double dipping Head Light Bulb suitable for Ford, Morris, Austin etc. 67/- each. State voltage required.



D SHAPED CHROME STOP AND TAIL LAMPS, complete with 6 or 12 volt bulbs, 23/- each.

CHROME TWIN STOP LAMP-SETS.

comprises 2 lamps, 2 bulbs, 6 or 12 volt, and one Stop Lamp switch, 21/- per set.



CYCLE DYNAMO LIGHTING SETS. Comprising Dynamo, Front and Rear Lamps, complete with bulbs, Silver Enamel finish. Price 10/11 each.

ELECTRIC WIND-SCREEN WIPER MOTORS, complete with Arm and Blade, 6 or 12 volt, 56/- each. With Tandem assembly 76/- each.



EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE. Terms: Cash with order. Carriage free.

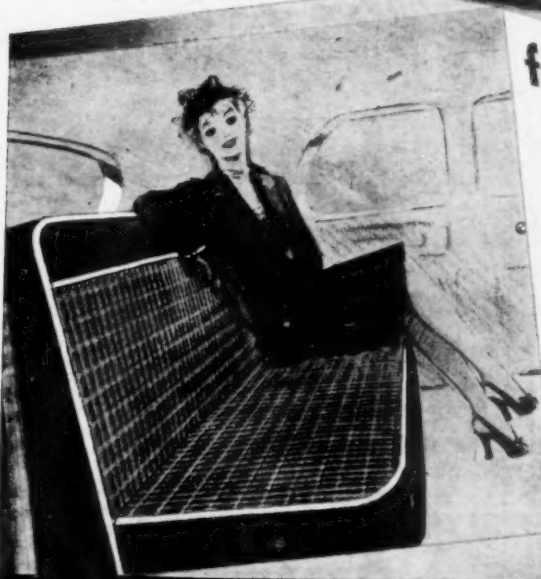
LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

LOOK for STAND 438

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**for engine
efficiency**
with the wonderful
AIRCON
RADIATOR AIR CONTROL UNIT

- The radiator muff
with a difference
- Save engine wear
 - Get more M.P.G.
 - Prices £3 to £3.10.0



for motoring luxury with
Kumfitar
TAILORED SEAT COVER SETS
Kumfitex
TAILORED SEAT COVERS
IN A RANGE OF 6 GENUINE TARTANS
Welcord
SEAT COVER SETS
TAILORED IN SELF COLOURS
Car Carpet Sets
Garage CAR PROTECTOR SETS

Sole Manufacturers - **WELFIT MANUFACTURING Co. Ltd.** HALIFAX, ENGLAND.

**Burman High Efficiency
Steering Gears are fitted
to the majority of the
1953 British Cars**

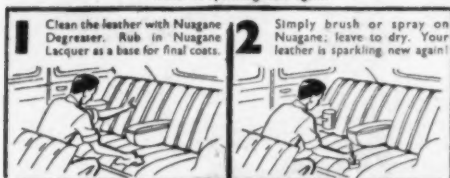
BURMAN STEERING

BURMAN & SONS, LTD · WYCHALL LANE · KING'S NORTON · BIRMINGHAM 30



EASY STEPS TO RENEW YOUR CAR UPHOLSTERY

Nuagane renovates or re-colours the leather in a matter of minutes
—makes it sparkling new again!



1 Clean the leather with Nuagane Degreaser. Rub in Nuagane Lacquer as a base for final coats.

2 Simply brush or spray on Nuagane; leave to dry. Your leather is sparkling new again!

Give your car upholstery new life, "feel" and colour with Nuagane Flexible Leather Lacquer—water-proof, durable. Ideal for real or imitation leathers.

Choice of 24 delightful shades.

● **WRITE NOW FOR
FREE COLOUR CARD**

NUAGANE is obtainable from your garage and from HALFORDS.

Trade prices on application. Overseas enquiries invited.

NUAGANE

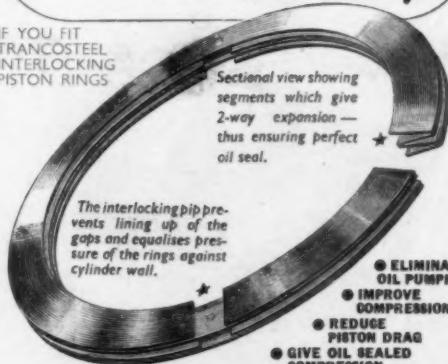
Flexible Leather Lacquer

NUAGANE PRODUCTS LTD., 19 SOHO SQUARE, LONDON, W.1

Telephone: GERard 3347-8-9

YOU CAN SAVE OIL & BORE WEAR!

IF YOU FIT
TRANCOSTEEL
INTERLOCKING
PISTON RINGS



Sectional view showing segments which give 2-way expansion—thus ensuring perfect oil seal.

The interlocking design prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

- ELIMINATE OIL PUMPING
- IMPROVE COMPRESSION
- REDUCE PISTON DRAG
- GIVE OIL SEALED COMPRESSION

TRANCOSTEEL INTERLOCKING PISTON RINGS

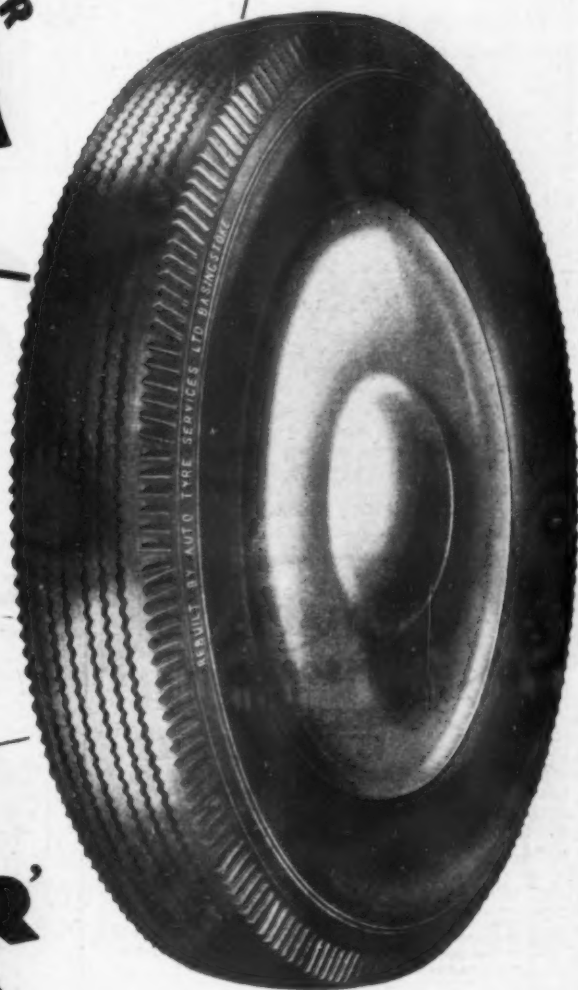
Write for Descriptive Leaflet and name of Local Fitting Agent to
TRANCOSTEEL PISTON RINGS LTD., FARNBOROUGH, KENT



Your own tyre
returned to you

Seven day service

No substitution



**'BLUE
PETER'**
RETREADS

Stand No. 448
at the Motor Show

AUTO TYRE SERVICES LTD BASINGSTOKE · HANTS

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THE LONG LIFE CAR BATTERY



A PRODUCT OF CHLORIDE BATTERIES LIMITED

The BARNACLE
Keg,
ACCESSORIES

UNIVERSAL LAMP



An improved lamp for inspection, Reading or Parking, when occasion demands or permits. Body constructed entirely of rubber—unbreakable—can therefore be put in the tool box without damage.

Interchangeable red and white glasses about 1 in. diameter.

- ★ IT STANDS ★ FITS SIDE WINDOW (2 positions).
- ★ IT HAS CONVENIENT "PISTOL" GRIP FOR INSPECTION.
- ★ TWO YARDS OF FLEX.
- ★ 2-PIN PLUG (convertible to socket).

PRICE 16/6 each.

Complete with plug and 2 yards flex. Miniature 5 C. 6 v. or 12 v. bulb, extra.

See them at Earls Court
STAND 388

The BARNACLE
LTD.
CROYDON

A FIRST-CLASS Detergent Oil at a Low Price...

GAMAGES "PREMIUM" MOTOR OIL

Join the thousands of motorists who regularly use this fine quality highly efficient oil which sells at a considerably lower price than similar oils. YOU HAVE NOTHING TO GAIN BY PAYING MORE



CLEANS THE ENGINE AS IT RUNS
REDUCES OXIDATION
PROTECTS AGAINST CORROSION
REDUCES CARBON DEPOSIT
HAS GREATLY INCREASED FILM STRENGTH

ASK FOR GRADE RECOMMENDATION LIST

A, BB, XL, XXL, XXXL (very heavy), and SAE 20 Gamagolite (very light—especially suitable for new cars, and engines just rebored).

Also Gamages "Popular" Oil
5 Gals. for 35/-

BARGAIN CATALOGUE FREE

Packed with Thousands of Money-Saving Bargains from all Depts.

GAMAGES HOLBORN, LONDON, E.C.1



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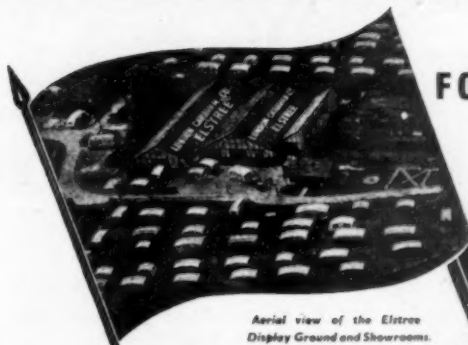
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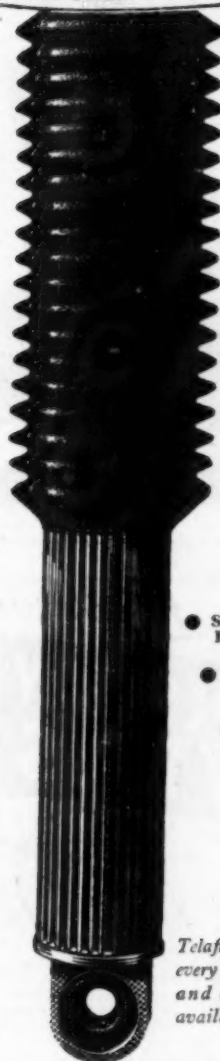
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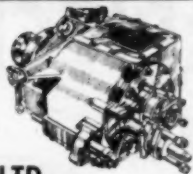
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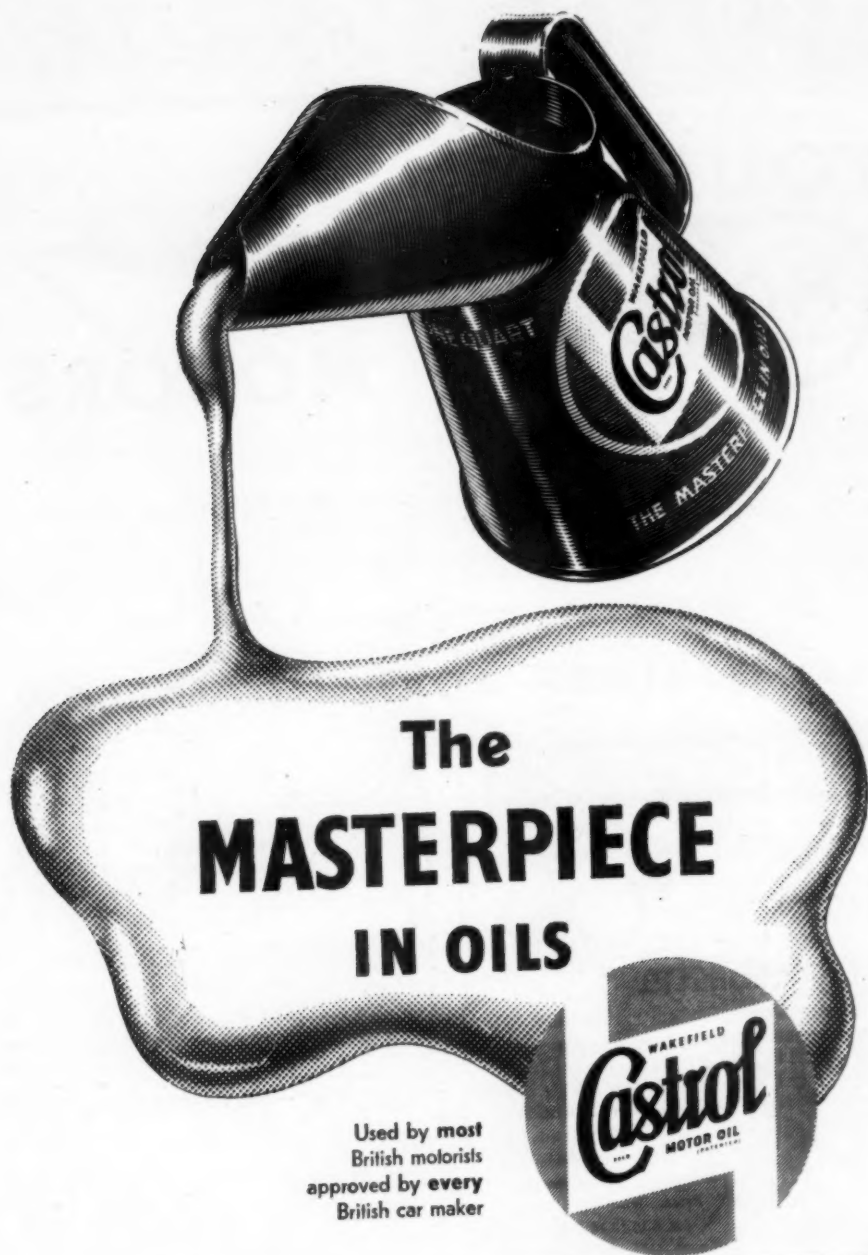
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FRIDAY, OCTOBER 31, 1952

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Yearly Summing-up

THE annual speech of the President of the Society of Motor Manufacturers and Traders, delivered at the Society's Show banquet, is regarded as the industry's view of the state of the motoring nation, and a big burden is laid on each president by the necessity of keeping up the high standard of these speeches in recent years. Mr. Henry Spurrier, the current President, proved no disappointment, and his remarks were salutary for the Government representative—Mr. Duncan Sandys, Minister of Supply—who was present.

Mr. Spurrier made three outstanding points: the piston engine, he maintained, would "undoubtedly" be superseded by an engine having rotating masses, which means the gas turbine in the state of contemporary knowledge; the rise in costs must be checked immediately, and employers, trade unions and Government should get together to solve this problem; and the carrying through of a five-year, or even a three-year, plan of road building on up-to-date lines "could easily be the best possible investment any Government could make."

There will be no disagreement with the President by this journal, nor, it is safe to assume, by most of its readers. We have for some years remained confident that the gas turbine must eventually embrace road transport, while being careful not to suggest that this revolution is either simple or just round the corner in the sense of time. We have, for an even greater number of years, pointed out that the reluctance of this country to accept the fact that it has been made poorer by the war was causing all concerned—Government, employers, and employees—to try to grab too much of the limited wealth of industry in a desperate and misguided attempt to maintain pre-war standards. And we have, since the beginning of the century, implored each successive administration to build the roads necessary to accommodate a continually expanding volume of transport. The measure of urgency in the contemporary state of the final problem is indicated by the chairman of the Berkshire Highways Committee in his report on the county's highways, presented last Saturday. "There is," he says, "a very small margin of safety between the present condition of the roads and a condition which would be wholly unsatisfactory." If a hard and unfavourable winter were to eliminate that margin it is not difficult to imagine the chaos which would intervene if there were a wholesale disintegration.

As we have recently remarked, there is a new air in the country of "Let's get things done," and a start could be made immediately on the last two of Mr. Spurrier's problems; the first is one for the technical brains of the motor industry. In his promised reconsideration of expenditure in November, Mr. Butler should establish a new list of priorities; the country is receptive of change.

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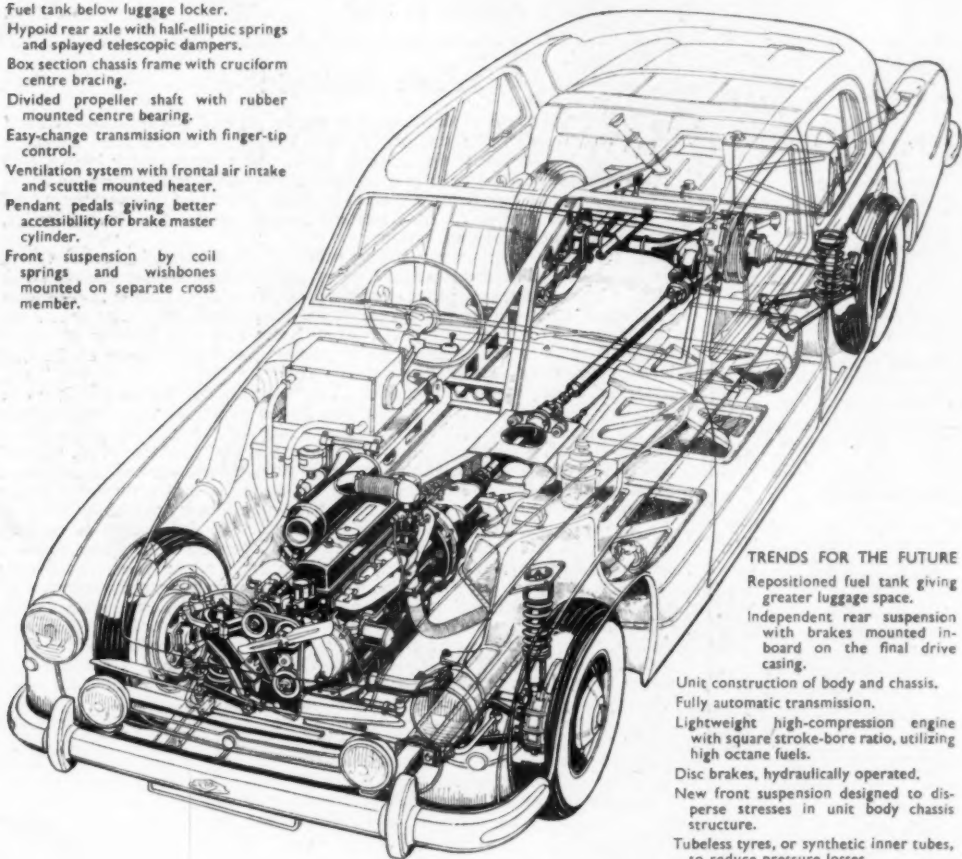
THE TREND

A YEAR NOT OF REVOLUTION,
BIG CHANGES: ENGINES OF

The article on these pages is a technical dissertation on the year's design progress. It is written following a year of study of the new models, or the modifications of existing designs, and this is reinforced by knowledge of what is going on in the design departments of the motor industry, and also by inspection of the display at Earls Court, where the grouping of so many cars under one roof gives a unique annual opportunity of technical comparisons. It is not, however, by any means an entirely

CURRENT DESIGN FEATURES

Fuel tank below luggage locker.
Hypoid rear axle with half-elliptic springs and splayed telescopic dampers.
Box section chassis frame with cruciform centre bracing.
Divided propeller shaft with rubber mounted centre bearing.
Easy-change transmission with finger-tip control.
Ventilation system with frontal air intake and scuttle mounted heater.
Pendant pedals giving better accessibility for brake master cylinder.
Front suspension by coil springs and wishbones mounted on separate cross member.



TRENDS FOR THE FUTURE

Repositioned fuel tank giving greater luggage space.
Independent rear suspension with brakes mounted in-board on the final drive casing.
Unit construction of body and chassis.
Fully automatic transmission.
Lightweight high-compression engine with square stroke-bore ratio, utilizing high octane fuels.
Disc brakes, hydraulically operated.
New front suspension designed to disperse stresses in unit body chassis structure.
Tubeless tyres, or synthetic inner tubes, to reduce pressure losses.

In this special composite drawing, Max Millar has incorporated features which are coming into favour on cars in current production throughout the world, and has also looked ahead to the way in which the popular car of the future may be expected to develop. On the left-hand side of the car in the drawing are the features representative of good current design in both Europe and the United States, while on the right-hand side are features which are already attracting the attention of forward-looking designers and may be expected to find their place on a considerable proportion of the world's cars during the next few years.

OF DESIGN

BUT WITH SIGNS OF FUTURE EVER-INCREASING PERFORMANCE

theoretical dissertation, for in the course of the year this journal has the opportunity of trying a great number of the world's automobiles, and this experience is used in order to comment upon the various design features that are being introduced or abandoned. "Trend of Design," therefore, embodies the collective knowledge of the journal as a whole, and may thus be fairly described as having considerable authority in the information which it dispenses and the comment that it provides.

THE broad lines on which the post-war car is developing are now well defined, and as each new model comes along observers look for steady progress rather than startling stunts and brilliant unorthodox innovations. On cars intended for large production, the design of the major parts now has to be finalized a year at least before production is scheduled to begin. The tooling and equipment necessary for modern production are so elaborate, and the delays in the supply of vital elements are so long under the pressure which exists on technical resources throughout the free world, that a total time span of three years is required from the time the first specification is decided until the production of the car begins. European manufacturers are therefore increasingly subjected to the type of restraint which has long dominated the American industry, and they are obliged to make sure, by painstaking development, rig-tests and prolonged road testing, that a design is thoroughly sound long before the public ever sees it. This lengthy procedure does ensure better cars at lower prices, but it robs motor shows of some of the dramatic appeal which they used to have in times when new models could be designed and brought to production in a few months.

A New Outlook

It has recently been said that the British motor industry really reached maturity during the second world war. The pressures of armament production generated a new attitude to manufacturing methods, and produced a new spirit of co-operation among the major manufacturers, which has since found practical expression in such activities as the Standardization Committee of the Big Six and the co-operative research efforts of M.I.R.A. Standardization aims to reduce the number of different types of component "bought out," and to ensure that better and cheaper articles will be available in greater quantities; it enables the available technical resources to be concentrated on a smaller variety of types, with a consequent improvement in design and durability. Co-operative research and the M.I.R.A. proving ground enable basic investigations and experimental running to be carried out with resources which could not be accumulated by any individual manufacturer. Work is well advanced on a continuous banked circuit which will allow sustained high-speed testing for the first time in this country since the Brooklands track was destroyed.

A study of the design of British cars shows a radical change in the attitude towards production processes and manufacturing methods since the war, the extent of which is perhaps not yet fully appreciated by the public.

Design is influenced to an increasing extent by overseas requirements, but this also produces a better car for everyone, including the home buyer. Various changes seen at this year's London Show have clearly been dictated by a desire to simplify production still further and to make the maximum use of components of proved reliability which are already available. This applies in particular to changes

of engine, transmission design and gear ratios, from which it would be unwise to draw any technical conclusion, except that manufacturers are united in their determination to keep car prices under control in spite of the difficulties imposed by ever-increasing labour and material costs. They fully realize that on the continued export sales of British cars the possibility of sustaining life in Britain depends to a considerable extent.

ENGINES

During the past year more British manufacturers have profited by the abolition of taxation based on the horsepower formula to produce engines with the cylinder bore equivalent to the stroke or even greater. Much of the benefit from the change in the method of taxation will, however, be cancelled out by the further increase in the fuel tax, which will force buyers in the home market to demand the smallest possible engines, as they did before the war. However, as the bulk of the British industry's output is now earmarked for export for an indefinite period, it may be that this time the home buyer, instead of the export customer, will have to put up with vehicles which are no longer ideally suited to his requirements.

The engine with a big bore (and a short stroke) can have big valves enabling it to breathe well. It is capable of high revolution speeds and usually has a lower mean piston speed than the power units it replaces. This leads to claims of reduced cylinder wear, but critics point out that the engine is long in relation to its swept volume and question the claims for reduced bore wear. It must be remembered that a considerable source of cylinder wear is corrosion after cold starting, which is not affected by engine geometry, and also that most wear takes place at the top portion of the bore and little at the bottom. On the other hand, the piston and rings certainly have much shorter distances to travel in the short-stroke engine. In a typical four-cylinder family car the piston travels only 1,873 ft per road mile in the new "square" engine, as against 2,335 ft per road mile in the old long-stroke engine.

It is also argued that as the mean piston speed is reduced, the new engines can rev faster without appreciably increased friction losses and consequently can be designed to produce more power. They sometimes seem to have a higher specific consumption—that is, the fuel consumption for each horsepower delivered, usually measured in pints per b.h.p. per hour—but they may also give better torque owing to an increase in the brake mean effective pressure (b.m.e.p.) brought about by their improved breathing capacity.

If the engine also has a high torque at low speeds (a good "bottom end") it can often show a better overall consumption by virtue of the reduced need for gear changing.

Overhead valves have superseded the side-valve arrangement in most countries. Only in Russia and Japan are the majority of cars still produced with side-valve engines; elsewhere no new side-valve engine has been revealed in the

THE TREND OF DESIGN

continued

past year. The majority of engines have their valves in line, operated from a single camshaft, but there is a growing interest, with engines of six or more cylinders, in the use of inclined valves in hemispherical combustion chambers, operated by various arrangements of push rods and rockers from a single camshaft. Such engines are now becoming common in the U.S.A. and Europe, and a notable new British high-performance engine uses the same principle. Other British manufacturers who find the hemispherical head attractive, because of its ability to produce high power without detonation, usually rely on an alternative method of operation, using twin overhead camshafts. Some manufacturers, particularly those producing four-cylinder engines, favour other shapes of combustion chamber designed to produce high torque at low r.p.m. combined with the smoothness that is sometimes lacking if a hemispherical chamber is used with a small number of large-bore cylinders.

In basic layout the in-line engine is still the most popular for the smaller four- and six-cylinder power unit, but Britain, France and Germany all have examples of the flat four in production, and for economy cars the flat twin and vertical twin find considerable support in both air-cooled and water-cooled versions. In America there is a big swing over towards the V-eight layout, which is rapidly superseding the straight eight design. It is a much more compact engine, which allows the same body space to be maintained as before in a lighter car with shorter wheelbase. There are a few V-eights in production in Europe and there is one outstanding example of the V-six, a much neglected type.

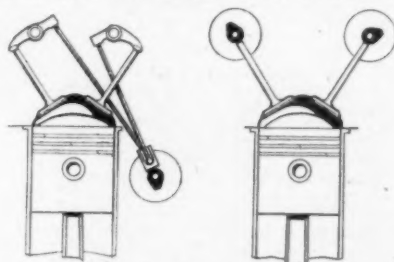
More Aluminium

Where the reduction of weight is a primary consideration, and expense is not, the use of aluminium in crankcase and cylinder block castings is gradually extending. On quantity production cars aluminium is often used for clutch housings and gear box casings to save weight and in some cases to enable die castings to be used without inflicting increased mechanical noise on the occupants of the car, as was once feared. Detachable cylinder liners are popular, but some designers still prefer to maintain the cylinder bores as an integral part of the crankcase casting in order to achieve greater rigidity, and in such cases the resistance to wear may be achieved by chromium plating the piston rings. One American manufacturing group this year simplified production by eliminating valve guides and allowing the valves to run directly in the cast iron cylinder head. When the cast-in guide becomes worn it is reamed out and a valve

with a thicker stem is fitted to compensate for the wear.

Interesting developments are taking place in carburation. In Europe the twin-choke carburettor is rapidly gaining favour on high-efficiency engines and in some cases quadruple-choke carburettors have been seen. Recent developments in Britain and France include an altitude capsule which can be attached to the carburettor to adjust the mixture at high altitudes, a further indication of the growing preoccupation of European manufacturers with export markets. In America, some of the big V-eight engines are fitted with interesting four-valve carburettors in which two barrels are used for part-throttle running and the remaining two come into action only when full power is required.

Cool air intakes in the top of the bonnet, which began as a feature on European racing cars, have been taken up by stylists in the United States particularly, and turned into a



There is an almost world-wide trend towards overhead valves, and the hemispherical combustion chamber is rapidly gaining favour. A popular method of operating the valves is by push-rods from a single camshaft. On racing and high efficiency sports engines the valves are driven directly from two overhead camshafts.

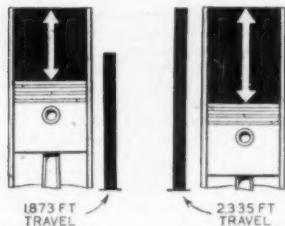
feature of passenger car design. The keen observer will note, however, that not all of them take in air; a good proportion are dummies with no practical purpose, although their use has been considered as a means of lowering the bonnet line.

Direct fuel injection, in which an engine-driven pump sprays a metered quantity of fuel into the combustion chamber before each firing stroke, is now in production in Germany and is offered as an optional extra, replacing the conventional carburettor, on several two-stroke engines.

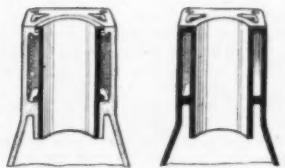
Development work on a gas turbine power unit for cars is in progress. It will be remembered that earlier this year a well-known British manufacturer carried out high-speed tests in Belgium on a car fitted with this type of power unit. It would seem, however, that the use of this type of unit in an ordinary production car will not be seen for some time to come. Apart from the work that must be carried out to develop a compact and efficient heat-exchanger unit, the problem of servicing this type of engine in the field would necessitate a complete reorganization of present arrangements unless a system of factory exchange units could be made available.

TRANSMISSION

The sharp division between the practice in America and in the rest of the world in transmissions continues for the time being. The great majority of cars sold in the United States are now fitted with some form of automatic transmission which enables the car to be driven by the use of brake and throttle pedals only; and the clutch pedal is rapidly becoming obsolete. These transmissions are quite costly even in America, but wherever they are offered manufacturers find that most buyers are willing to pay extra in order to enjoy the effortless driving they provide. They are not always popular in very hilly country. However, those which employ hydraulic torque converters often use more



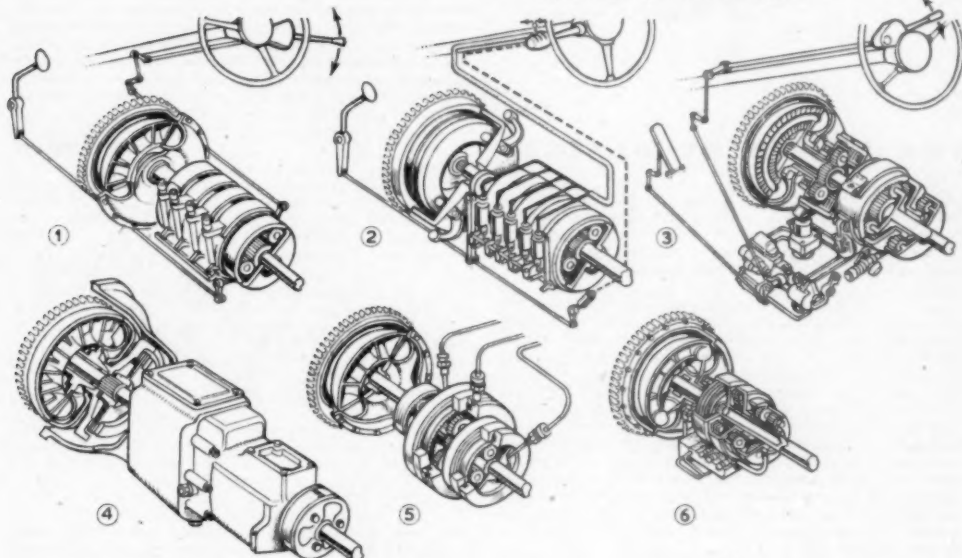
The tendency towards square or over-square engines with larger bores and shorter strokes is greatly reducing the distance travelled by the piston. These diagrams illustrate the distance travelled by the piston for each road mile covered by the car on a new square engine in a typical family saloon, as contrasted with the old long-stroke engine.



The detachable cylinder liner is a popular way of improving engine life, but some designers still prefer to cast the cylinders as an integral part of the block because of the greater rigidity obtained.



Design attention currently concentrates on transmissions. These diagrams show: (A) Conventional synchromesh unit; (1) The pioneer British fluid flywheel and self-changing planetary gear box; (2) A new British version, with centrifugal clutch and electrically selected gears, the change still being effected by the gear pedal; (3) A popular American transmission combining a fluid coupling with a four-speed planetary transmission in which gears are changed automatically, but with an over-riding hand control; (4) Fluid coupling, plate clutch and conventional gear box, a combination which has been used in America and in Europe; (5) Fluid coupling with planetary gear box and gears electrically engaged, a French invention; (6) Fluid torque converter, which in the United States is combined with planetary gear boxes providing two, three or four speeds.



fuel than cars with conventional gear drives, and therefore are less suitable for countries with a lower standard of living. It is significant that the growth in the use of such transmissions has been accompanied by a steady increase in engine size in American cars, and the largest engine now in production gives no fewer than 190 b.h.p. To European eyes this is an extravagant amount of power to propel a vehicle that will be carrying only one or two people for the greater part of its working life.

European designers maintain that they cannot afford to pay more for their transmissions than for their engines, and therefore the synchromesh gear box with the latest baulking ring synchromesh remains the standard European transmission. Considerable experimental work goes on, however, in the knowledge that an alternative will have to be found sooner or later. Three British makes of car already employ a planetary self-changing gear box which contains the essential elements of some of the American automatic transmissions. Two of these use it in conjunction with a fluid coupling, and a third has introduced an improvement this year by the use of electrical solenoids which select the gears to be engaged. This allows the gear lever to be reduced to a tiny switch on the steering column.

A parallel development has taken place in France, where the most popular electrically controlled epicyclic gear box is now available with the addition of a fluid coupling. The fluid coupling has also attracted attention in Italy, where an important new model has appeared with this component in the transmission, plus a small conventional clutch carrying the drive to a five-speed gear box. This box, incidentally, has the top ratio geared up to give the effect of an overdrive, giving effortless cruising for long distances on European main roads. A similar method is employed with the fourth ratio of the conventional four-speed gear box on several popular European family cars. The five-speed gear box,

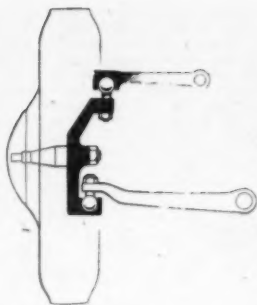
although an unusual fitting for a family car, is becoming increasingly popular on specialist high-performance cars. It has been used for several years on one such car in Italy, it appears on a British sports model introduced during 1952 (though not on the normal production version), and it is also on a fast Spanish car. On some British cars a similar wide choice of ratios is achieved by a hydraulically engaged overdrive which is steadily finding increasing support among the manufacturers.

Both British and Continental designers are, of course, aware of the need for a form of automatic transmission control, but there is, perhaps, a feeling that whereas some of the fully automatic systems are quite suitable for a large number of road conditions, they still cannot "think" or, in some cases, give the skilled driver the amount of control that is desirable under freak conditions. The trend, therefore, is to reduce the actual effort required in performing the operations of de-clutching and gear changing, but to allow the driver to have a more complete control over the actual selection of the gears if he requires it, while permitting in some cases a more automatic form of transmission for normal running.

FRAMES AND STRUCTURES

The tendency is now to forget the conventional chassis frame of former years and employ a unit body-chassis structure made from sheet steel, wherever the production envisaged justifies the enormous outlay in press tools and production equipment. Every one of Britain's major manufacturers has cars in production using this method of construction and it has been employed in all recent new popular models from the big factories on the Continent. In America, where cars are so much larger, manufacturers have carried out a great deal of experimental work on unit structures,

Front suspension is simplified by using ball joints on the ends of the wishbones to permit both suspension and steering movements.



THE TREND OF DESIGN

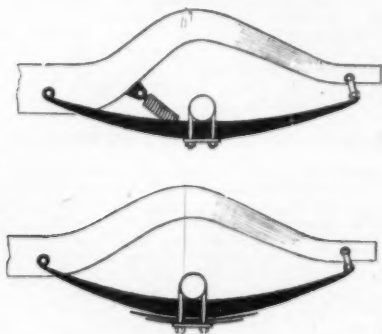
but have so far been slow to adopt them. The smallest American cars, including an interesting new model introduced this year, have, however, unit structures, and the method is also employed for one of the larger cars, a completely restyled version of which was introduced in the spring.

Contrary to original beliefs, the use of unit structures has not imposed any severe restrictions on the variety of body styles, and convertibles, coupés and station wagons are all readily produced by this method, using the same basic construction as that employed for the saloons, reinforced where necessary. Italian manufacturers, and at least one British manufacturer, make a special feature of producing basic structures which can be handed over to coachbuilders, who weld on the necessary structural elements for their own bodywork and complete the car by adding their own paneling. Even where a separate chassis is employed, the Italian coachbuilder prefers to weld the body structure to it, and the completely separate coachbuilt body, which can be removed from the chassis, is now a rarity, except with some cars in the luxury class.

SUSPENSION AND STEERING

Coil springs in conjunction with upper and lower wishbones of unequal length now form the conventional system of independent front suspension practically throughout the world, the only country where the majority of makers still employ the beam axle and half-elliptic springs being Japan. With this wishbone and coil spring suspension an anti-roll torsion bar is fitted in the great majority of cases, this being now a recognized method of controlling the stability of the

Lighter cars and greater carrying capacities are producing interest in variable rate suspensions. The auxiliary coil spring and auxiliary leaves are two methods of imparting variable rate to a half-elliptic spring.

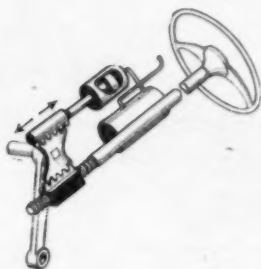


car without spoiling the ride by stiffening the suspension springs. The use of a front mounted anti-roll bar will also increase the understeering characteristics and improve the directional stability.

As part of the ceaseless effort to simplify production and reduce costs, it has been found that the upper (and relatively lightly stressed) wishbones can be satisfactorily pressed from heavy gauge steel sheet, replacing the more expensive forged or stamped components hitherto employed. Most layouts still employ a yoke-piece connecting the outer ends of the upper and lower wishbones, and to this is attached the king pin on which the wheel swivels under the action of the steering gear. A simpler arrangement which has been used for some time by certain British and Continental manufacturers is to make the yoke-piece and king pin as one component, mounting it in ball joints on the ends of the wishbones. The ball joints permit the vertical

continued

Power-assisted steering, already popular on commercial vehicles, is being introduced on passenger cars in the United States.



movements of the suspension and also act as steering pivots. During the year this arrangement has been adopted by one of America's largest manufacturing groups.

Cars are generally designed with a slight amount of understeer; this results in a vehicle which is directionally stable, easy to handle on slippery surfaces, and often less affected by side winds. But when carried to excess, this can produce a car which requires an excessive amount of effort to pull it round sharp corners, and it is worth noting that two of the most successful European sports cars at present in production are noted oversteerers, with very quick reaction to the steering wheel. Although this handling quality might prove useful in the hands of a very skilled driver, it is not a desirable quality with an ordinary production car. Further, to obtain the full "benefits" of such a system it is necessary to ensure that there is absolutely no backlash in any part of the steering mechanism even after a very considerable mileage, and this is an extremely difficult task.

British and American designers still tend to concentrate the major weight at the ends of the car with a good deal of overhang at front and rear. This gives a high polar moment of inertia about the vertical axis, which, translated into terms of road behaviour, can mean that the car has fairly slow reactions and is not easily provoked into a skid. For a given size of car Continental designers generally use a longer wheelbase than others; consequently the overhang is reduced to a minimum. With a car that is light in weight the passenger weight becomes a much greater percentage of the total weight. It is with this in mind, together with a desire to maintain the same handling characteristics (understeer) irrespective of the conditions of loading, that some designers have introduced a large concentration of the chassis weight on the front wheels.

The initial post-war enthusiasm for straight torsion bars is now waning. They are relatively expensive to make and require machined splines at the ends or some other means of attachment which have to be finished with considerable precision. It is also difficult to provide reaction points for

torsion bars which are placed longitudinally, without interfering with the space for the front passengers' feet, especially in view of the modern forward position of the passenger compartment. A solution to this difficulty has been found on a Spanish car, where the torsion bars project both fore and aft of the wishbones, but this is a more complicated arrangement, suitable only for a car in the higher price categories.

For rear suspension the conventional rigid axle with Hotchkiss drive, where half-elliptic springs not only act as the suspension medium but also locate the axle and resist brake torque, is the conventional arrangement throughout the American industry and on the vast majority of British cars. One British make which has used a torque tube for many years has switched over to this arrangement this year. It functions well, particularly when used in conjunction with the latest telescopic dampers. In some cases the width of the spring leaves has been increased to improve the lateral location of the axle, while in other examples a Panhard rod is used.

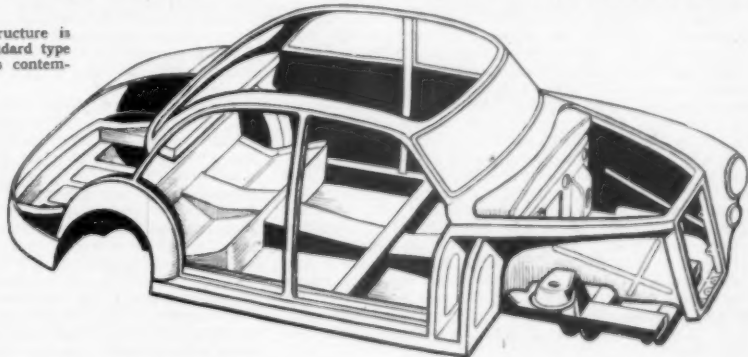
On some of the faster British cars there are, however, other methods which give more positive axle location. Two manufacturers use triangulated central linkages as a means of axle location with torsion bars forming the springs, while the de Dion axle is used by at least one manufacturer. This is, of course, not an independent layout, but it does permit a considerable reduction in unsprung weight, as both the rear brakes and the final drive unit can be mounted on the chassis as part of the sprung mass; also the road springs will not be affected by the torque reaction of the final drive casing. This system is more complicated and costly to produce than a normal Hotchkiss drive.

Continental Contrast

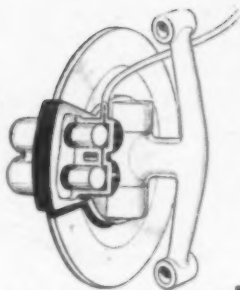
On the Continent the position is very different. A large number of French and German cars designed since the war have independent rear suspension, and some of the most successful high-performance Italian cars also have independent rear suspension. One fast new Italian chassis has recently appeared with a conventional rear axle and half-elliptic springs, but the axle has been precisely located by double radius arms at each side, which prevent the springs' distorting under the effect of braking torque. Another Italian manufacturer has just produced an additional model employing an unusual arrangement in which a rigid axle is located partly by flexible laminated radius arms and partly by a transverse compensating bar which is so arranged as to confer a variable rate of suspension, the primary suspension medium being coil springs. Even in this case the latest high-performance model has been fitted with independent rear suspension by wishbones and coil springs.

In view of the tendency towards lighter cars and higher performance, with greater accommodation for passengers and luggage, increasing interest is being shown in suspension of variable rate. The aim is to obtain a substantially constant periodicity regardless of large variations in the load.

The unit body-chassis structure is rapidly becoming the standard type where large production is contemplated.



Consistent performance and resistance to fade are two outstanding features of the disc brake, which has been evolved to cope with post-war car performance.

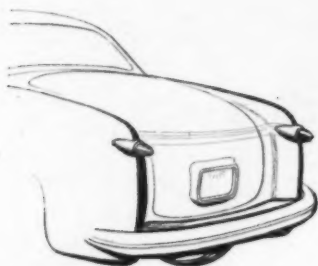


With conventional suspension systems, when the car weight is very low, it is difficult to avoid having a condition where the car has short, harsh movements when lightly loaded, or a slow undulating movement under full load, which can produce car sickness.

Various methods are employed to overcome this difficulty. A partial solution can be achieved by adding auxiliary leaves to half-elliptic springs, which come into action only near full deflection. This arrangement is adopted on some British and French cars. Another method popular in France is the use of auxiliary coil springs to supplement the half-elliptics, and on one French car coil springs in tension are used as the primary suspension medium, the linkage being arranged to provide a diminishing mechanical advantage under increasing deflection so that the effective rate of the spring varies with the load. In Germany one manufacturer uses a torsion bar which is engaged by electric motor-driven stops to supplement the coil springs of the rear suspension when a heavy load is being carried.

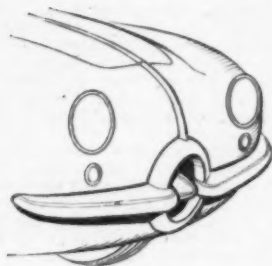
Behind the scenes work on entirely new suspension systems continues. In Britain and France completely hydraulic suspension systems have been under investigation for some time, and the possibilities of rubber as a suspension medium are constantly under review. Successful rubber suspensions on trailers and small economy vehicles, following upon the experience gained with heavy commercial vehicles, are leading several designers to investigate anew the possibilities for ordinary cars.

An important development in steering is the introduction of power-assisted steering, which is now offered as an optional extra by several of America's leading manufacturers. The American car, with its large overall size and big tyres, is the most suitable for this development at present, particularly in view of the insistence of American buyers on finger-light steering. There are at present two main systems in use, both depending upon hydraulic pistons under the influence of an engine-driven pump and moving the front



The high rear wing line permits a roomier luggage locker and allows the tail and stop lamps to be put in a more prominent position.

Some European and American designers are eliminating the radiator grille as a separate entity and combining the air intake with the bumper.



THE TREND OF DESIGN . continued

wheels through the conventional linkage. There is, however, a divergence of opinion on the functioning of the gear. One system leaves all the effort to the servo mechanism, and the driver has little feeling of resistance when turning the wheel. Another method apportions the servo assistance in accordance with the effort exerted at the steering-wheel rim. It is maintained that this system allows the driver to maintain the feel of the road, but with a reduced amount of effort.

BRAKES

The rapid increase in the performance of post-war cars, coupled with brake cooling difficulties that are aggravated by modern coachwork design, has focused great attention on the brakes and forced the evolution of radically new solutions, the first of which are now being seen. The two major British brake manufacturers are now offering disc brakes in which a metal disc attached to the wheel is gripped on both sides by friction pads pressed against it hydraulically. In sports car racing these brakes have given excellent results, and their application to production cars can be confidently expected before long. The clearance between the disc and the lining is extremely small; water is immediately flung off by centrifugal force and any foreign matter adhering to the disc is wiped off as soon as the brakes are applied.

These brakes seem to be impervious to heat, although overheating of brake fluid has been experienced, and fading is said to be practically unknown. Also, drum distortion is eliminated, and any expansion of the disc will cause the brakes to be more firmly applied. However, there is still scope for further development in disc materials and the elimination of noise caused by the lining lightly contacting the disc when the brake is in the off position. A different kind of disc brake, in which there are complete segments of friction material, recalling rather the construction of a conventional clutch, has been in production on one of America's largest cars for some time, and has given good results.

Meanwhile various expedients have been successfully employed to improve the efficiency of more conventional braking systems. The form of drum which has a finned aluminium outer casing bonded to a cast-iron liner is successfully used on fast cars, and in Italy good results have been obtained on both touring and racing cars by cast-in air ducts which act as centrifugal fans and so induce a constant flow of cooling air over the interior of the brakes.

Steady progress is being made with the use of the two-leading shoe brake for the front wheels, in which each shoe has its own operating cylinder and so can be pivoted to profit from the self-wrapping effect created by the revolving drum. These brakes are widely used by the British industry and are now finding increasing favour on the Continent and in America. Full hydraulic operation for the brakes is now conventional, but there are still some examples where mechanical linkage is used for the rear brakes; and on Britain's smallest saloon car a single hydraulic cylinder is used to work a mechanical linkage connected to the two rear brakes.

Two of Britain's finest cars have long had the advantage



The rear window is spreading round until it swallows up the blind rear quarters and meets the side windows.

of servo braking through the medium of a mechanical servo operated from the gear box, which supplements the effort applied by the driver. Last year another British manufacturer of high-performance cars adopted servo assistance, using a vacuum cylinder connected to the engine induction manifold. This year a similar arrangement has been adopted by an American manufacturer, but with the addition of a vacuum tank to ensure a reserve of power under all conditions.

BODYWORK

Intensive competition in export markets is leading once again to a greater variety of body styles and is forcing manufacturers to provide more elaborate equipment to tempt buyers with hard currency to spend. After a period of uncertainty arising from the rearmament demands, the amount of chromium plating on the exterior of the car is gradually increasing again and gay colour schemes are being evolved for overseas buyers. A strong trend towards dual-colour schemes is also noticeable, particularly in the United States.

The popular material for producing body panels is pressed steel. Light alloys are used in some cases, although then there is often a tendency to use steel for the vulnerable portions of the body, such as wings, as this facilitates repair in the event of accidental damage. Development work has taken place on non-metallic materials such as resin-bonded fibre glass, but this has not yet reached the production stage in this country.

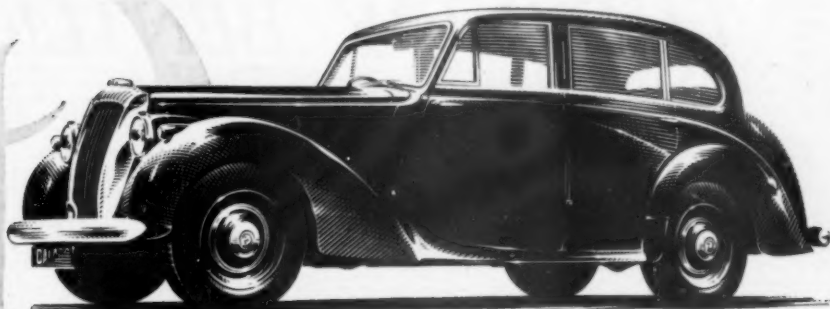
A variety of new materials is being employed for interior trim, including nylon, but in general the British industry remains faithful to leather, which is appreciated by many buyers as giving an appearance of quality which is not easy to obtain by other means. For convertible heads, poly-vinyl-chloride plastic sheet is now widely employed, having greater durability and a better appearance than the woven materials previously used. One manufacturer in the United States has begun to use another new synthetic material, already used for shirts and underwear. When applied to the folding heads of convertible cars it is said to be easy to wash; it is also claimed that it does not fray, crease or crack.

The extension of automatic equipment in the bodywork continues, and more manufacturers have switched over to using an electrically operated hydraulic pump to provide press-button operation for convertible heads, windows,



BY APPOINTMENT
Motor Car Manufacturers
To the late King George VI

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a car that combines so many points of
excellence, for the man or the
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sliding seats and, on one British car, to raise the lid of the luggage locker.

In style there is still a great divergence of ideas, which gives the overseas buyer a choice of cars to suit every possible taste. British manufacturers are tending to preserve, for as long as possible, some semblance of the pre-war radiator shape, and one or two have reverted to a pre-war style after experimenting with more contemporary layouts. Germany also shows examples of all types, from the most conservative to the most advanced. In Italy and France and the United States there are several examples of a strong tendency to merge the radiator air intake with the bumper so that it ceases to have any separate identity. Another style which is being strongly developed by Italian designers, and one British designer, is to fashion a bold air intake modelled frankly upon jet aircraft ideas. In short, there is no single

the normal rubber inner tube that it is necessary to regulate the tyre pressures only every two months or so, instead of every week. These tubes have now been introduced into France and eventually are expected to make their appearance in Britain, although at first, as with most new things nowadays, they will be reserved for export. Another development which has come to Europe via America is the tubeless tyre. It looks like a normal cover and is fitted to the rim in the normal way. The valve is fitted to the rim of the wheel and the tyre is pumped up in the conventional manner. It has a soft rubber lining on the inside, which holds the air, and this lining is self-vulcanizing so that punctures are automatically sealed. So far car manufacturers have not hurried to fit these tubeless tyres as standard, but they should soon be on sale to the public in increasing numbers.

THE TREND OF DESIGN

dominating trend in so far as appearance is concerned.

One idea inspired by aircraft practice is, however, leading to positive benefits for the car user. The raised tail fin on the rear wing began as a design fad, but is leading to a higher wing line generally and with it a corresponding increase in the size of the luggage locker. It also allows the designer to mount the tail lamps high up, indicating the full width of the car, in a position where they cannot be ignored. In America and Italy tail lamps are, in fact, being enlarged to form a major design feature. They are being grouped with the flashing direction indicators and reversing lamps, in an impressive assembly which on some cars occupies the whole rear face of the wing.

Driving vision is rapidly improving, and the number of cars on which the driver can see both front wings is increasing. Windscreen pillars are also diminishing in thickness. In this matter the cars with a separate chassis have an advantage, as the screen pillar is not such an important structural member and can be reduced to the minimum in the interests of driving vision. The curved screen and the wide curved rear window are now common practice, and there is a steady movement to spread the rear window round until it swallows up the blind rear quarters and meets the side windows.

When a wrap-round rear window is used, another advantage of the tail fin style emerges, for one American manufacturer of a moderate-sized saloon now claims that the driver can see not only both front wings, but both rear wings as well, a situation which should help in parking in crowded streets.

Both laminated and toughened glass is in general use, although some countries to which cars are exported specify that laminated should be fitted in the windscreen. There are also signs that tinted glass is becoming available in some countries, including Britain.

WHEELS AND TYRES

The general tendency towards smaller wheels with fatter tyres continues, although there is still a feeling that the small tyre, having to make a greater number of revolutions per mile, is likely to wear more quickly than a tyre of larger diameter. However, the small wheel has become a feature of modern style and enables the designer to gain extra inches of passenger space, so it is not likely to be superseded for some time to come. Another advantage of the small wheel is that it can be stowed vertically at the side of the luggage locker, leaving the maximum useful space available for baggage. Where this is not possible there is a growing tendency towards fitting the wheel in a cradle below the locker, allowing it to be dropped out beneath the bumper without disturbing the luggage.

There is a tendency to use broad-base rims which, it is claimed, increase the stability of the car, and in some cases reduce tyre noise; and on sports cars, particularly those exported to America, there is a popular demand for wire wheels. This type of construction helps to ventilate the brakes.

In America, the butyl synthetic tube is now widely used, and its capacity to hold air is so much better than that of

continued

ACCESSORIES AND EQUIPMENT

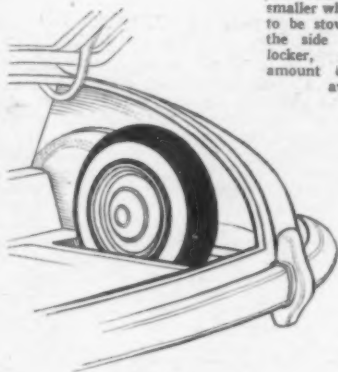
Heating and ventilation systems have undergone rapid development since the war with a view to coping with extreme climatic conditions in all parts of the world. British manufacturers who began by fitting a simple recirculating heater have now switched over largely to the more elaborate type which picks up fresh air from the front of the car and delivers it either cool or warm according to conditions, both to the feet of the occupants and to the windscreen for demisting. In some cases arrangements are made to recirculate the existing air inside the car for a short period of time in order to ensure rapid warming-up after a cold start, but the recirculating heater as a general type is, in fact, on the way out.

British heaters are supplied to some of the larger Italian manufacturers, but the French manufacturers have not, so far, given so much attention to this problem, and the larger factories are still content to provide a duct behind the radiator, which collects warm air that has passed through the radiator matrix and delivers it to the interior of the car.

The difficulty of fitting radiator muffs with the modern wide type of air intake grille has induced accessory manufacturers to supply radiator blinds which serve the same purpose and can be arranged for control from inside the car. Another change in technique imposed by the modern full front is a re-design of spot lights and fog lamps, which now have much shallower casings than before.

The owner who wishes to modify the interior appearance of his car to conform with his own tastes now has a greater choice than was ever offered before of loose covers for upholstery in a wide variety of materials—plastics, cords and woven nylon covers—in a great range of patterns and gay colours.

The tendency towards smaller wheels allows them to be stowed vertically at the side of the luggage locker, increasing the amount of useful space available.





The gain in interior room has been considerable, although achieved gradually over the last few years. The contemporary position is well illustrated by this photograph of four Show visitors inside the unit body-chassis Wolseley Six Eighty, there being no evidence of cramping either in front or at the back.

THE SHOW REVIEWED

EARLS COURT REVEALS AN AWARENESS OF CONTEMPORARY MARKET DEMANDS

ALTHOUGH superficially the 1953 London Show may appear similar to previous post-war shows, if a closer look is taken it can be seen that there are signs of a change in the industry since last year. Generally speaking, this is brought about by two causes: the home producer is designing cars to cater primarily for overseas markets, and also the general changeover in the economics of the country has brought with it signs of healthy competition after a period of excessive control. The car manufacturer is, therefore, faced with the task of producing a car that must, apart from all other considerations, be good value for money. This is a very good sign and will end the

artificial conditions that have existed since the war, whereby, owing to shortages of supply, a partially worn-out car could be sold for much more than the price of its brand new, but unobtainable, counterpart.

The need for continued export is, of course, of paramount importance, and with this in view several new models have been introduced that fill previous gaps in the range of cars offered to overseas purchasers. Several new sports cars have appeared, and here again the accent has been to a large extent on good value for money. This is, perhaps, a sign that, if not hampered by excessive control, Britain will, and can, deliver the goods.

On the home market the car position

is rather different from what it was a year ago. Used car prices are much lower, and consequently a large number of models has been freed from the Covenant, leaving with a few exceptions only those of the low-priced popular makes still under control. This is a very wise step, as a user's requirements, or the conditions of operation over a period of years, could change to such an extent that an original car, during Covenant control, could become completely unsuitable.

Apart from the production cars, the interest of the exhibition has been considerably increased by the inclusion of racing cars and also famous sports and competition models that have been successful during the year. The inclu-

sion of these models is a very useful feature as, apart from the added interest and colour they provide, the spectator is able to get a much closer look at them than would be possible at a race meeting or event itself, even assuming that he was able to attend.

When Jaguar introduced the XK120 super-sports model, and later followed it with the Mark VII saloon, many people wondered how it was possible to design such a car at the price. Without going into the economics of production it is obvious that such things are quite possible, and as each new model is introduced by other manufacturers there is a general tendency to reduce the cost, or, in other words, to give more and more value for money. A current example is the Armstrong Siddeley Sapphire saloon, which has made its debut at this show; bearing in mind that this is a quality car, it is very reasonably priced. It is also interesting to note that it is not always necessary to produce a car in quantities comparable to those envisaged by the Big Six, for example, in order to get the price down. The two firms just mentioned are instances of this fact.

Producers of sports cars have not been slow to realize that the models made by two of the best-known sports car manufacturers in this country, Jaguar and M.G., although catering extremely well for their particular classes (3½-litre and 1½-litre), do not include a medium-sized model of around 2 or 2½ litres. There are models of this size in production, but generally speaking these are only of the very expensive and limited production type. This has, it appears, led to the introduction of two new models, one by the Triumph company and the other by Healey. These models are quite different in detail, although they both show the present trend of reduced price, and both are also intended to cater for the needs of the American market. The Austin backing for the Healey Hundred has exciting possibilities.

Value for Money

Interesting comparisons concerning the whole of the Show can perhaps be made by reference to the Austin-Healey and the Triumph. Neglecting

purchase tax, the Triumph is priced at approximately £550, whereas the Austin-Healey is priced at £850. Now both cars are, very generally speaking, of about the same capacity, both employ well-known engines designed by two members of the Big Six, and in both cases the chassis arrangement is what may be considered orthodox by post-war standards. The body styles, however, are quite different and both very good of their kind. The Triumph is stark and functional with the absolute minimum of frills; consequently it is cheap to produce. The Healey is a fully equipped car with a, perhaps, rather more costly (and extremely beautiful) body. In fact, in appearance the new Healey can hold its own with anything the coachbuilders and the rest of the world have to offer, and at a competitive price. This, in itself, is no mean feat and shows that cars with good-looking coachwork do not have to have an Italian name. Briefly, then, the accent is found to be either on simplicity or on dollar-appealing detail, but in both cases very good value for money.

The British manufacturer can

Now available on the Ford Consul as well as the Zephyr is the neat convertible body style developed by Carbodies. The fronts of both the Ford models lend themselves happily to this type of body.



THE SHOW REVIEWED continued



Differences in driver and passenger stature have led to the fall from popularity of the true bench seat, pride of place being taken by the split bench which permits individual adjustment while still making it possible to take three people in front if necessary.

always be relied upon to produce good reliable engines of medium size, and several interesting developments are on show. Four-cylinder engines have a more or less orthodox type of arrangement with overhead valves in conjunction with a lozenge or "inverted bath-tub" combustion chamber, designed to give smoothness, whereas producers of inherently smooth six-cylinder engines are able to use a layout to give improved output and often employ a hemispherical combustion chamber with inclined valves.

A particularly interesting engine of this type is that of the Armstrong Siddeley Sapphire, which has hemispherical combustion chambers in conjunction with inclined valves. The method of valve operation is infrequently met; a single side camshaft, mounted high up in the block, is used in conjunction with long and short push rods and rockers. The layout is so arranged that the push rod for the valve on the opposite side of the engine to the camshaft runs diagonally across the engine, and not in line with the push

rod operating the valve on the camshaft side. This layout enables the benefits of a hemispherical type of combustion chamber to be obtained without the added complication of twin camshafts or cross push rods and bell crank levers. Another example is the Peugeot.

A further point of interest in the Sapphire engine is the use of integral construction for the bores, as distinct from the wet liners used in previous post-war models, in order to increase rigidity and save a certain amount of weight.

Amongst the Big Six manufacturers there have been few startling engine developments, and, as one would expect, all the power units produced are of quite orthodox design, although the overhead-valve engine has continued to take the place of a side-valve unit whenever a change has been made. An example is the new Humber Super Snipe, which now uses a six-cylinder engine of around 4-litre capacity, with overhead valves operated by push rods and rockers, in place of the previous

six-cylinder side-valve engine. At the other end of the scale the Morris Minor, which has a side-valve engine for the home market model, now employs an overhead unit for the four-door export model; this has been developed by the British Motor Corporation and is similar to that used in the Austin Seven. This development is quite logical and to be commended, as not only does it result in an overall economy from the smaller number of different components, but also simplifies the servicing arrangements.

Fewer Power Units

The Show reflects a trend towards fewer and better engines rather than a large number of different types all in relatively small production. Engines of an orthodox type previously used only in touring types of car have been successfully used in several sports cars, and it is interesting to note that they have been developed to such an extent that, when so employed, they give very successful results.

Development work during the year has resulted in a number of detail improvements and refinements, all brought into being with the idea of improving an engine that has already been developed, rather than throwing away the existing unit and replacing it with a new one, unless that appeared to be the next logical step. In some cases engines with a relatively long stroke have been replaced with "square" engines. An example is Vauxhall, which firm earlier this year introduced replacement engines for both the Wyvern and the Velox.

Refinement of Detail

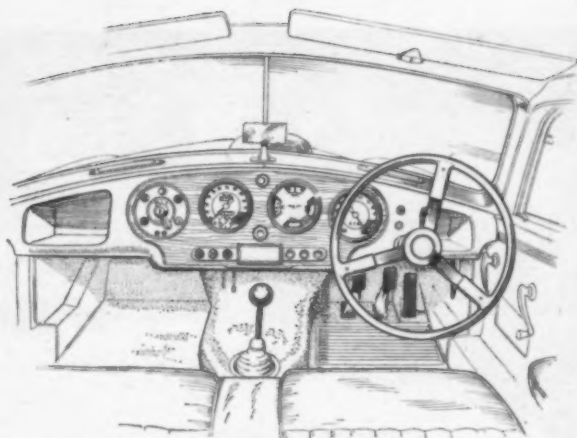
Among the detail improvements, one very important one is the automatic choke control on the Bentley. This was described in some detail in *The Autocar* of September 19 and is an automatic cold-starting device for use in conjunction with the twin S.U. carburetors. As one would expect, or even take for granted on a car bearing this name, the device has been developed to just about the point of perfection. It is very effective and does not require the use of sliding jet blocks to enrich the mixture. On the other hand, this unit automatically increases the idling speed during initial cold running and, in consequence, two hand controls that operate the choke and control the tick-over speed can be eliminated. The device is progressive and precautions are taken to prevent the engine running on an excessively rich mixture for a long time.

Over to O.h.v.

The Humber Super Snipe is a new car, but here the engine follows the logical trend of development mentioned previously, and is a modified form of a six-cylinder engine that has been in use for some time in other products of the Rootes Group. This power unit is a very good example of orthodox British design, having six cylinders, and overhead valves operated by push rods and rockers in conjunction with an inverted "bath-tub" combustion chamber. The crankshaft is particularly rigid, as also is the crankcase which supports it in seven main bearings. This type of construction alone ensures that the crank chamber is well ribbed. Further stiffness to the block is provided by the integral type of bore construction.

An ingenious form of sectioning is to be seen on the Hillman Minx International stand display, with a cutaway engine and gear box which are illuminated by a form of fluorescent lighting.

Cars produced by the Nuffield Organization show little change with the exception of two interesting developments. One is the introduction of the Wolseley Four Forty-Four; the other is the four-door Morris Minor. Wolseley cars are, of course, the more expensive range of the Nuffield products and the



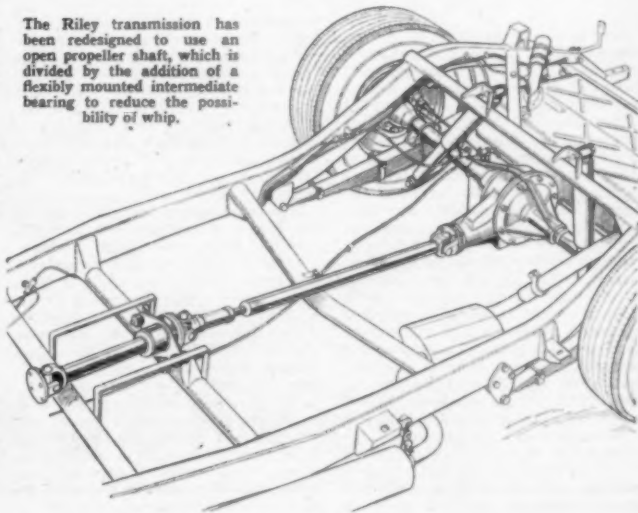
A clean and purposeful fascia layout is a feature of the Aston Martin DB2; no unnecessary ornamentation is allowed to distract the attention of the driver.

new car in the medium-size range again shows the trend of development whereby a 11-litre engine basically similar to that used in another of their products is employed with only those modifications that are required to make it suitable for its new job. There is, of course, no point at all in designing a new engine for a new car if there is one in the existing range that is suitable and has already been well tried and proved.

With the introduction of the Vanguard soon after the war the Standard Motor company embarked on a very successful one-model programme. From this 2,088 c.c. engine the Triumph Renown power unit was developed and the latest addition to the Triumph range, a new sports model,

also employs a power unit that is basically similar but modified in detail to suit the requirements of the new car. For example, for competition work the engine capacity has been reduced (by replacing the liners and consequently reducing the cylinder bore) to just under 2-litre capacity. Modifications have also been made to the valve gear and camshaft; the valves are now returned by an orthodox two-spring arrangement in place of the valve gear used on previous models. Also, twin carburetors and a modified exhaust system have been fitted. All these modifications have been made with little or no extra jig or tool work; therefore, as well as facilitating production without a long delay, the model is relatively cheap to produce, as the cost of new engine

The Riley transmission has been redesigned to use an open propeller shaft, which is divided by the addition of a flexibly mounted intermediate bearing to reduce the possibility of whip.





Bentley's new Continental sports saloon is an inevitable centre of attraction, as it is bound to be with the rakish lines of the H. J. Mulliner body. This car is in the front rank of high-speed machines.

THE SHOW REVIEWED continued

jigs and fixtures does not have to be offset.

The post-war production of the Allard company has been until recently concentrated on the "big-engined" sports car powered by units of American origin, with capacities of around 4 litres. However, this company has recently brought into production several new models; here again they use proprietary power units, models for use in this country employing Ford engines. The latest model, the Palm Beach, utilizes the Ford Consul or Zephyr engine, whilst in the K3 Allard the Ford V8 is available for the home market. For export the Chrysler, Cadillac or Mercury engines can be fitted, in which case the car is exported without a power unit but with the necessary adaptor plates and fittings to take the customer's desired power unit. For home market requirements the Ford engine can be fitted with special light-alloy cylinder heads if desired.

Although it is not a new design, the power unit used in the Bristol is worthy of mention. The valve gear is somewhat unusual in that a single side camshaft operates inclined valves by

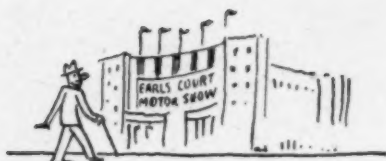
push rods and rockers—the valves that are situated on the camshaft side of the engine; a cross push-rod system is used for the valves on the opposite side. The layout is similar to that used on the pre-war German B.M.W. 328. This engine is very reliable and can be made to produce a very high output. A slightly modified form has been used with success in the Bristol-Cooper racing car, and the latest example of this is on show.

No basic change has been made in the Rover models this year, but the sectioned chassis reveals many interesting points of design. The power unit is unusual in that the cylinder head joint face is not at 90 degrees to the cylinder bores, but at an angle to permit an unusual shape of combustion chamber, which results in an engine of high performance coupled with extreme smoothness, and with a particularly good fuel consumption. Inlet valves are overhead, while the exhaust valves are in the side of the cylinder block, but at an angle to the cylinder bores. The overhead inlet and side exhaust-valve system is also used by Bentley and Rolls-Royce.

The only example of a British flat-four engine is seen on the Jowett stand, where is exhibited, in addition to a Javelin saloon and Jupiter sports car, a Jupiter chassis.

Amongst the Continental engines there is much to arouse interest. The Hotchkiss-Grégoire is seen at Earls Court for the first time. The power unit is an overhead-valve flat-four mounted in front of the front wheels, with the transmission and final drive unit behind the engine but driving the front wheels. The crankcase and cylinder heads are of light alloy. The V-six Lancia Aurelia engine has a most interesting layout with some of the advantages of a six-cylinder-in-line engine, yet it is slightly more compact. This particular type of power unit is useful, as it enables a relatively short engine to be produced with a consequent reduction in bonnet length. On the other hand, the layout is liable to produce problems in both carburation and engine balance. It is interesting to note that the transmission is not mounted in unit with the engine, but both the gear box and final drive units are mounted together at the rear.

If you were at the Motor Show



and you went ...



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removed the cylinder head ...



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Considerable interest is being shown in the Palm Beach Allard, this company's first venture into the small car field. The body is particularly neat, the frontal appearance calling for especial commendation.

THE SHOW REVIEWED . . . continued

Examples of the V-type engine are found in the Fiat and Pegaso. The latter firm, producers of this fast car in Spain, display a very advanced design both mechanically and in appearance. The exhibits on the stand are most impressive and are creating a tremendous amount of interest, not only by their nature, but also because of the way in which the chassis is shown. The frame is produced from Perspex, while normal production material is used for the rest of the components. This chassis is mounted on a frame in such a position that the wheels are contacting two motor-driven conveyor belts which rotate the wheels and actuate the suspension mechanism.

The engine is of very advanced design with a wide-angle V and an over-square bore and stroke ratio. It has inclined valves operated by twin overhead camshafts (two camshafts per bank of cylinders, making four camshafts in all). The lubrication system is unusual in that a dry sump is employed, while drives for some of the auxiliaries are taken from the back end of the camshafts. The twin-choke

carburettor is mounted on a composite manifold situated between the two banks of the V, with separate exhaust pipes for each bank of cylinders projecting straight downwards from what is, in effect, the lower side of each bank.

Alternative forms of ignition are available, but on the sectioned chassis shown a magneto is fitted. The fan and water pump units are built into the main castings of the front of the engine, while at the back the dynamo is belt driven from one of the left-hand camshafts. As is quite usual these days, a very small section belt is used. Belt tension adjustment is provided by slotted holes in the base of the dynamo mounting. Dry sump lubrication is also used on this engine. The general design is very advanced and the example shown is particularly well finished, in a manner reminiscent of aircraft practice.

The engine layout of the Fiat 8V arouses considerable interest. Vertical overhead valves are operated by rockers and push rods; twin downdraught carburettors are used in conjunction with a forward-facing air intake which is fed by a duct in front of the bonnet. The

layout of the exhaust pipes is also of interest, as individual pipes are fitted for each cylinder and these converge to the junction of the single pipe for each bank of four cylinders. A very large radiator is used, fitted with large-diameter vertical gilled tubes, and by present-day standards seems to be very big. An oil cooler is placed in front of the water radiator. Light alloy is employed for cylinder head and block in conjunction with wet cylinder liners.

On the cars shown this year there are a number of interesting transmission developments. Although the majority of British and Continental cars employ the conventional arrangement of three- or four-speed synchromesh box, several five-speed gear boxes are available, either of the conventional type or with the fifth speed provided in the form of an overdrive. Perhaps the most interesting innovation, on British cars, is the adoption of the Hydramatic automatic transmission by Rolls-Royce, available, if desired, on Rolls-Royce and Bentley export models. This development is of particular interest and can, perhaps, be

Continued on page 1434

1430



THE AUTOCAR

SHOW VISIT

No matter how often one has seen it all before, the fantasy of the spectacle strikes fresh each year. It must, of course, when one catches a glimpse of . . .

. . . such an alarming sight as someone apparently selecting a well-balanced weapon with which to down his companion. It was a relief to note that she was smiling . . .



But one must be serious, because the Show is important to the economic state of the nation. There are many who take it very seriously, such as . . .



. . . The Times motoring correspondent, who must translate the fiery history of VMF 64 into the sedate prose of Printing House Square.

. . . and the Jaguar apprentice, smartly overalled, who never gets mixed up between XK120s, Type Cs, and Mark VIs.

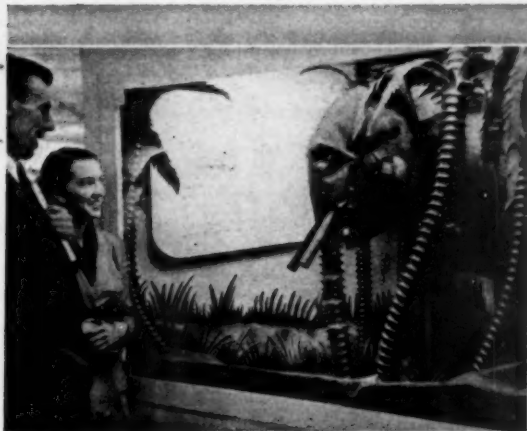


. . . showing a lively interest in the gadgets. Looked at from his angle, screen washers are as good as double-barrelled water pistols.

One is always getting side-cracked. The schoolboys are a study in themselves . . .



... as recorded by the Leica of Ronald Easton, "The Autocar" photographer



So were the two who were facing the terrors of the jungle, unarmed. But surely big game hunters do not stop elephants with a smile!

Right: This eye for funney is probably something to do with split personality. There are certainly some displays that are a bit schizophrenic!



... or the visitors from east of the Mediterranean, who may, admittedly, be wondering whether all this Western urge for speed has anything over the lazy plod of a bullock-cart in the tropical sun.



Even the American visitors appear thoughtful. But in the face of that number plate it would be irrelevant to recall Max Bygraves' "dollar lolly."



... and the wheel of a Volvo can conjure up the portrait of a Speed King.



... while Show "Literature" can be used to supplement the school text-books if you are seriously inclined.





The proper study of mankind is man, said Alexander Pope, and the Show forces the fact upon you. Indeed, a second or third visit can be fascinating from the human angle. Or, of course, you can leave it to the camera . . .

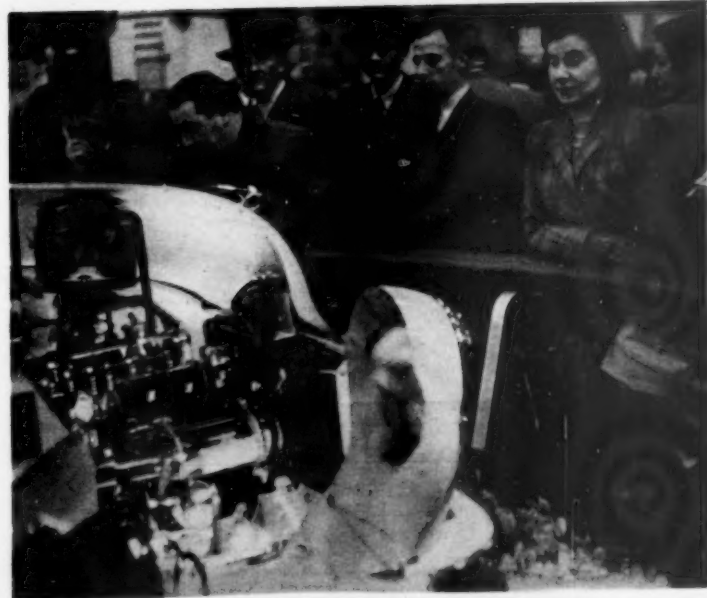


SHOW VISIT



October 31, 1952

.....continued



THE SHOW REVIEWED . . . continued

considered as an indication of future developments in this country, at least as regards the larger and more expensive cars, and especially for models for export. But it is doubtful whether an automatic transmission is desirable on a small car, on the grounds of both fuel economy and overall cost, the automatic transmissions at present available being both complicated and costly. Therefore it is not surprising to see that other more simple means of simplifying driver control are under consideration.

The Armstrong Siddeley Sapphire has a relatively simple form of transmission that is not automatic, yet does, in fact, simplify gear changing. It employs the well-known type of pedal-actuated preselector gear box, but the preselection is by a solenoid arrangement with a selector switch mounted on the steering column. In appearance this switch is somewhat similar to that used for the Cotal transmission. The solenoid device is extremely useful, as it provides a very flexible form of remote control. This is particularly desirable when the engine is flexibly mounted.

The Laycock de Normanville overdrive is available on a number of models.

It will be remembered that this unit has been in use as an optional extra on the Standard Vanguard and Triumph Renown for some time in conjunction with a three-speed synchromesh gear box. This year it is shown on several models fitted with a four-speed gear box, thereby providing a fifth ratio. Amongst these are the Jensen Interceptor and Austin-Healey Hundred.

On the Pegaso a five-speed transmission is provided, and the fifth speed is an overdrive.

On the American cars automatic transmission is, of course, more the rule than the exception, Chevrolet using the Powerglide, Buick the Dynaflo, Chrysler the Fluidmatic and Ford and Mercury the Ford-o-Matic, while Oldsmobile and Cadillac favour the Hydramatic.

With conventional transmission systems a single helical form of gear is in more or less general use, while gear operation on the majority of saloon cars is by steering column control. In the sports cars shown the central gear lever is most popular, but on the K3 Allard a side control, in a position similar to that used for many years by Rolls-Royce and Bentley, is adopted.

The question of providing a form of automatic transmission for use in conjunction with a plate clutch and a synchromesh gear box has often been considered. In France the Bochory system was designed. In this country the Lockheed company have recently announced the Manumatic device, which operates in conjunction with a conventional transmission, a system of servos being provided to take the work out of gear changing. This device was fully described in *The Autocar* of October 10.

Improvements in clutch control are also shown. On the new Triumph sports car there is a form of hydraulically operated plate clutch, and it is interesting to note that both the clutch-operating master cylinder and its counterpart for the brakes are mounted in a unit on the bulkhead and operated by pendant pedals. This arrangement provides complete flexibility between the engine and clutch pedal without the need for complicated mechanical compensators. A similar device is also used on the Ford Consul and Zephyr.

With the hydraulic arrangement it is, of course, possible in some cases to provide a means of automatic adjust-

There is no doubt of the attraction of working models and cutaway engines. All day long, a crowd can be seen round the working model of the new Humber Super Snipe engine, which is cunningly placed in juxtaposition to the car itself, thus ensuring the maximum attention.





Wolseley's new Four Forty-Four, on its own within a railed enclosure, is the object of much interested study. In high-cost contemporary Britain this 1½-litre family saloon should represent economical motoring.

ment, and if this is done an improved leverage ratio can be used, which results in a much lighter clutch pedal action. The majority of cars shown employ the orthodox arrangement whereby the clutch and gear box are mounted in unit with the engine. However, in some instances the gear box is mounted in unit with the final drive.

The orthodox system of independent front suspension used on a large number of post-war cars is by coil springs and long and short wishbones. This method appears to be quite satisfactory, but a number of manufacturers have used variations of this basic pattern to provide improved riding. Armstrong Siddeley, for example, incline the axis of the suspension pivot point at an angle to the longitudinal frame centre line, so, in effect, the wishbones are in a semi-trailing position. Fully trailing suspension systems are found on the Aston Martin and on some of the Healey models, although the new Hundred employs the conventional wishbone arrangement.

An interesting example of front suspension is shown on the Pegaso, for although long and short wishbones are used, two straight torsion bars form the springing medium. The torsion bars are split so that half the bar is in front of the suspension wishbone, while the other half is at the rear. The complete front suspension unit—in other words, a pair of wishbones, together with a bracket that forms their attachment point—is mounted on a pivot which extends through the side members of the chassis frame. The bracket has a lug extending backwards for some 12 in., and this is attached by a screwed adjuster to a reaction point farther back on the chassis frame. By this means it is possible to alter the adjustment of the castor angle of each wheel. This method also facilitates repair in case of accidental damage. The steering in the Pegaso is by a three-

piece track rod with two slave levers, one on each side of the chassis. The steering box is mounted well back on the frame.

The new sports Triumph has independent suspension by wishbones and coil springs, but here the arrangement of the king pin is interesting in that the member often known as the H-piece, which is attached to the outer ends of the upper and lower wishbones, is arranged in a similar manner to that on the Triumph Mayflower, whereby it forms the steering pivot by means of a ball joint on the outer end of the top wishbone and a screwed bush flexibly mounted on the bottom wishbone. Again, the steering is by a three-piece rod and slave lever. Rover suspension is of interest in that it is formed by semi-trailing arms with, in the case of the lower arm, a bracing link which runs back to a joint at the centre of the chassis in front of the second cross member.

Rear-engined

The Renault 750 saloon and convertible have the well-known overhead valve rear engine in unit with the gearbox and final drive, which is transmitted to the rear wheels by means of swing axles, with coil springs forming the suspension at the rear. One interesting point about this suspension is that there is no extra triangular bracing to prevent fore-and-aft movement of the rear wheels in relation to the longitudinal centre line of the car, the requisite amount of stiffness being provided by the anchorage of the swing axle tubes.

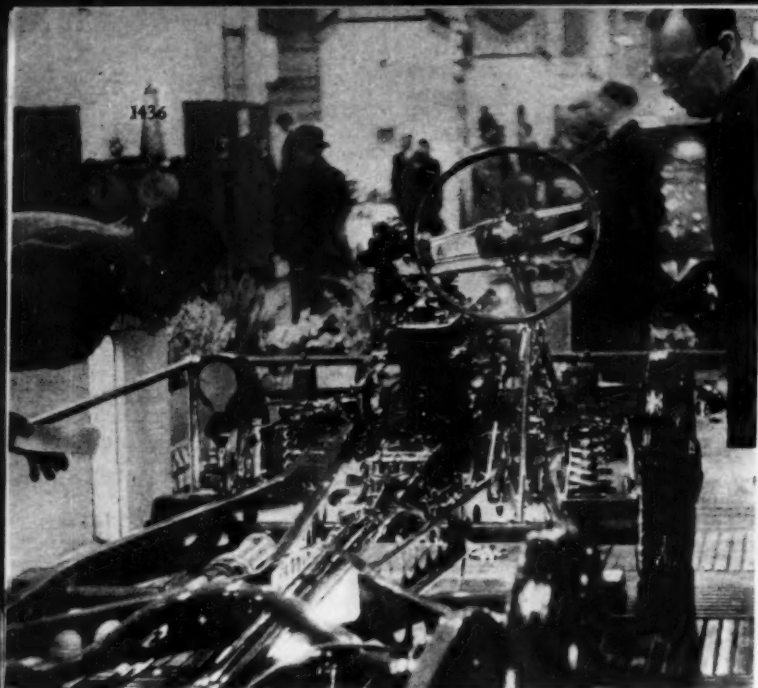
The Hotchkiss-Grégoire suspension has wishbones and coil springs, the latter being mounted horizontally between the wishbones. The rack and pinion steering is located well back, just in front of the chassis bulkhead, and a two-piece track rod couples the front wheels. The lever mounted just in

front of the steering-column gear lever is for the overdrive.

The Ford system of independent suspension is unusual, but not new, and is achieved by placing the coil springs over the sliding members (which are also dampers) attached to a bearing inside the spring reaction point which forms the top steering pivot point, and at the bottom the sliding assembly is attached to a swinging lever. An anti-roll bar is mounted in front of the front suspension and attached to the lower lever in such a way that it does, in effect, form a triangulation as well as functioning as a normal anti-roll bar.

The Jowett Jupiter chassis is particularly interesting, since the frame is produced from straight steel tubes of varying diameters. An unusual feature is the location of the petrol tank, which is mounted well within the wheelbase and just behind the driving seat. One would have imagined that to equalize weight distribution when the car is driven with one up, the fuel tank would perhaps have been located on the passenger's side; however, with the present chassis arrangement it would, of course, in this position be extremely close to the exhaust pipe. As well as the ordinary water radiator mounted to the rear of the engine there is also a small oil radiator towards the front of the engine on the right-hand side. The front suspension is independent and has wishbones and torsion bars, although the front lower wishbone is in the form of a box-section member. The rear suspension is by transverse torsion bars and a trailing link system; transverse location is provided by an inclined Panhard rod mounted in an unusual position in front of the axle casing.

For the enthusiast there is this year at Earls Court an interesting display of current British racing cars. These include the formula 3 Kieft, which is of very advanced design; as is usual on 500 c.c. cars, a rear engine layout is



A very nice display chassis stands on the Singer stand, and is that of the S.M. Of conventional design, the Singer frame is drilled for lightness and the power unit is, of course, the overhead camshaft design which has long been traditional Singer practice.

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made use of for the convertible version of the Ford Zephyr, but a manually operated head is fitted to the Consul. With the hydraulic head the rear squab is brought forward mechanically so that the head drops down behind it, the squab then falling back into position. The rear window in the head is of Perspex, an unusual feature in a folding head; when the head is lowered it is received into a forward sloping metal tray, and so does not interfere with luggage in the locker. The front seat of the convertible models can be moved forward to make room for entry and exit of the rear passengers. These bodies are made by Carbodies, who also produce drop-head coupé bodies for Lanchester and Hillman chassis.

The new model on the Daimler stand, the 3-litre sports convertible coupé, which supersedes the previous 2½-litre sports model, has full four-five-seater coachwork with modern, pleasing lines, which lends itself well to a two-colour scheme. An interesting point noticeable on the scuttle of the Daimler models is the air intake for the heating and ventilating systems, which, unlike normal practice, faces the windscreen.

For the first time in this country the Lanchester Leda is on show. This car has been the export version of the Lanchester Fourteen and utilizes an

THE SHOW REVIEWED . . . continued

employed. With this particular model the designers have aimed at getting the driver well forward in the chassis in order to obtain a desirable weight distribution, bearing in mind the rear mounting of the engine. One of the most impressive things about this car is the way in which the designers have gone to very great lengths to reduce weight to an absolute minimum. As is usual in this type of car, the final drive is by chains.

Also on show is the latest example of the formula 3 Cooper, a name that has been prominent in this particular field almost since the introduction of formula 3 racing in this country. The chassis employs independent suspension all round by lower wishbones and transverse leaf springs. The engine is again mounted at the rear, and the drive is by chains to a divided rear axle which transmits the drive to the rear wheels through short propeller-shafts and universal joints. In Show form both the Kieft and the Cooper are very well finished, and can be considered two of the most successful British formula 3 cars.

A number of examples of formula 2 racing cars are on view, and one of the most interesting is the Mark II Cooper-Bristol. This has a similar basic chassis layout to that of the formula 3 Cooper, but the engine design is orthodox in that it is mounted at the front and the drive is to the rear wheels. A modified Bristol engine is used.

Latest examples of the H.W.M.,

Alta, Connaught and Frazer-Nash can also be seen. The first three of these employ a four-cylinder engine, but the Frazer-Nash has a six-cylinder power unit.

Few Innovations

With few exceptions, there have been no startling innovations as regards bodywork, although a number of detail refinements can be seen, such as larger rear windows and the use of stainless steel in place of chromium. General finish is much improved. The supply position in the United States has resulted in the use of stainless steel for the bright parts on a number of American cars, as can be noted on the Lincoln, Mercury and American Ford stand, for example, where the bright parts, with the exception of the bumpers and die-cast components, are now of stainless steel. Incidentally, these three cars are 1953 models, and they emphasize the trend towards increased window area, particularly as regards the rear window, which, in the Mercury Montreux and Lincoln Capri, extends almost round to the quarter lights in the rear side windows. This arrangement does, of course, considerably reduce the blind spot in the rear quarter. On the Ford Crestline convertible coupé this desirable feature of increased window space has again been achieved by the use of a large rear window, as well as windows in the body sides to the rear of the doors.

Hydraulic operation of the head is

all-steel body in place of the composite body structure used on the normal Fourteen, though both dimensionally and from an appearance point of view the two cars are similar.

The Buckland touring body on the 2-litre A.C. chassis is of interest in that all polished parts are of brass lacquer finish, which blends rather well with the blue exterior and cream interior. The car has a folding-flat windscreen, detachable side curtains in Perspex for the rear compartment and winding windows for the front compartment; there are also very neat detachable Perspex quarter lights at the front.

The Citroën Big Fifteen is again on the market, and it will be remembered that this car is basically similar to the Light Fifteen, but that it is on a slightly longer wheelbase and has a wider track. A modification has been made to the luggage locker on all models, and a larger compartment is now provided, but this also now encloses the spare wheel, which was previously mounted on the locker lid.

There is an interesting example of Swiss coachwork by Graber on the Lagonda chassis; the four-seater two-door drop-head coupé has particularly pleasing lines. The current tendency not to enclose the rear wheels is apparent here. The present Lagonda production saloon has a modified front-end treatment with the radiator grille rather less pronounced than on the drop-head coupé model, and coachwork by Lagonda themselves.

THE SHOW REVIEWED continued

On the Hooper stand is an example of super luxury coachwork on a Daimler chassis, although, unlike last year's striking example in the same quarter, no gold plating is in evidence; the car is finished in two shades of blue. Several examples of interesting estate car coachwork are to be found. Genuine timber is used for the body framework and panels on the Allard Safari model, although steel panels can be supplied if required.

Some of the Continental exhibitors display models of very advanced design. One example is the Pegaso streamlined sports car, which has both front and rear wheels enclosed. The overall body height is kept to a minimum, and this is further accentuated by the wide build necessary to provide clearance for the front wheels when they are on full lock. The whole rear quarter of the car is in the form of a moulded transparent egg, a most unusual treatment, but one that ensures an extremely light interior.

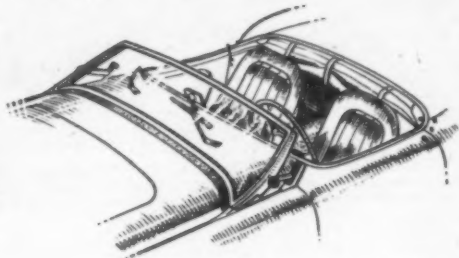
The Fiat 8V is an example of modern Italian design with a very neat enclosed two-seater sports body. The driving position is extremely comfortable, and the steering wheel and controls are well positioned, a feature that appears to be a little neglected by some, although by no means all, British manufacturers. The comfort of the

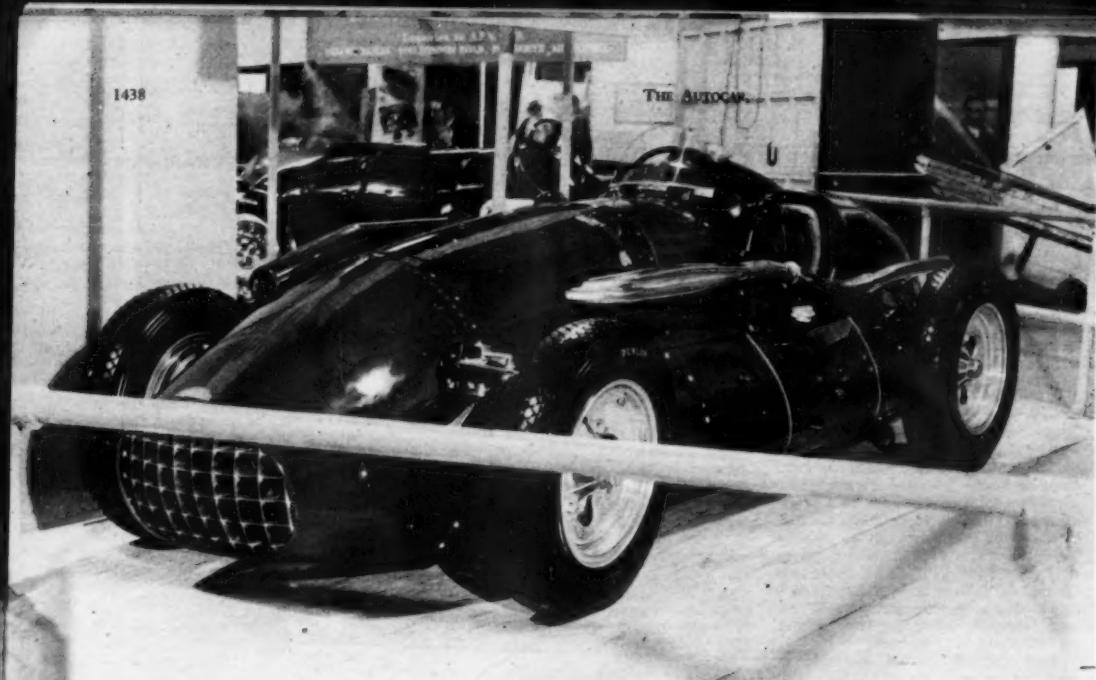
driver is further considered by the arrangement of the seats, whereby the passenger seat is placed slightly to the rear of the driving seat, so that the arms and shoulders of the passenger do not interfere with the driver. In view of this a foot rail is placed on the floorboard to take the feet of the passenger, which would be a long distance from the conventional toe-board.

That all these features are being more and more appreciated by the car owner is evident from the comments of the record crowds that file slowly round the exhibits. It is strange that the average man, who is singularly uninterested in many of the mechanical devices that he uses in the course of

his daily life, wishes to continue to be well informed about the car as a device, and it says much for the manufacturer that at a time when cars are more and more complicated the non-engineering owner is still able to grasp the fundamentals of his machine. As an aid to this, the Show stands pre-eminent, and its use in this way should never be overlooked. The driver who understands what is happening in his vehicle is almost invariably better than the driver who has not the least idea. And as road safety depends so much on the skill of vehicle drivers such knowledge should be fostered. The pupils at Earls Court are as willing as Barkis was in *David Copperfield*.

Backed by Austin, the future of the Healey Hundred seems assured, and Show interest in the model has increased since the announcement of the Austin plans. The two-position screen is an interesting design detail with obvious advantages for high-speed travel.



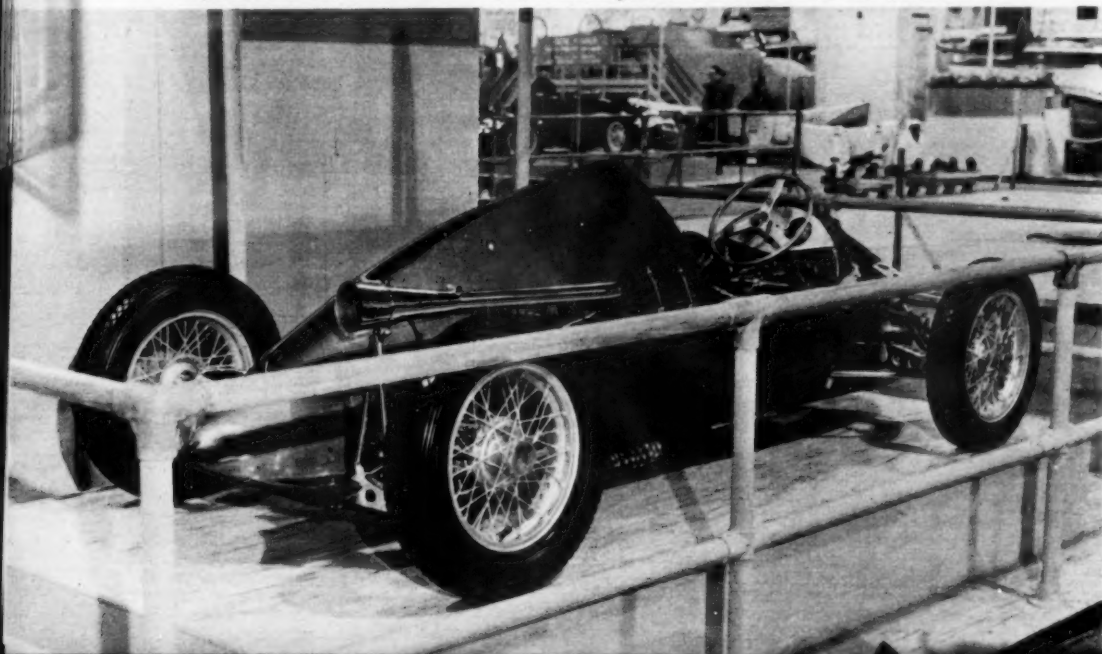


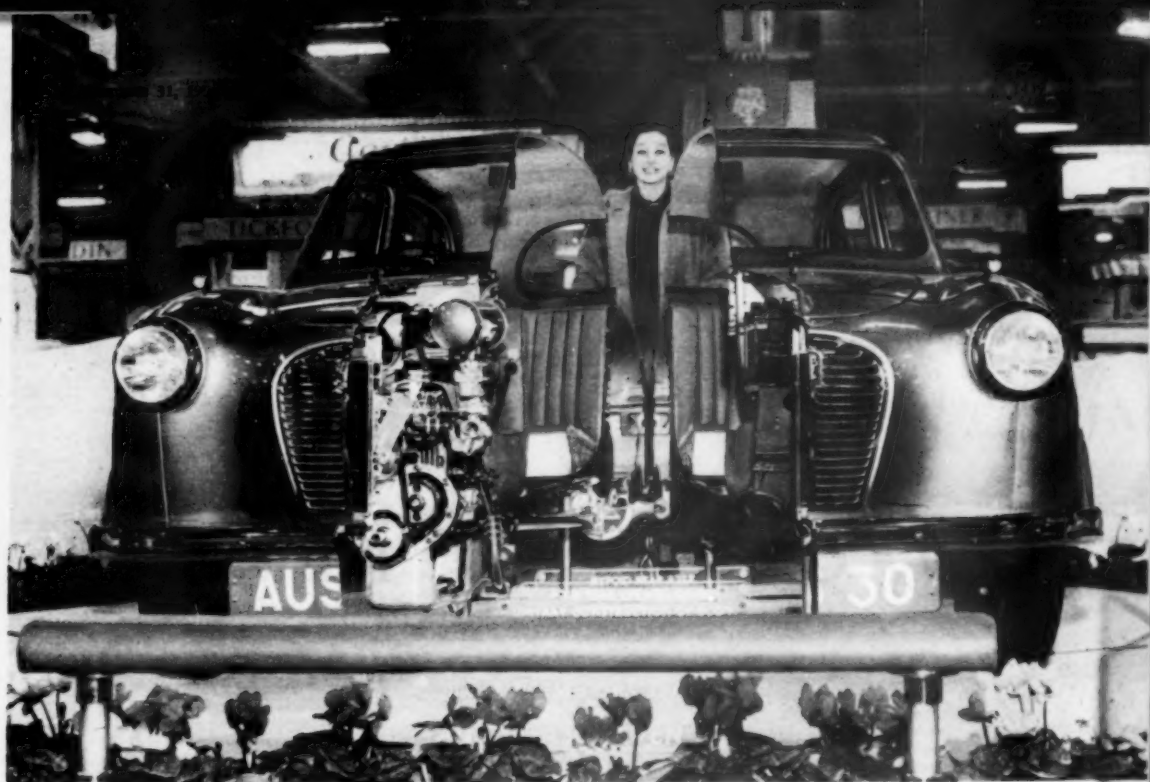
FORMULA 2 CONNAUGHT : After a successful season, the Connaught can look forward to the future with optimism. From a Lea-Francis basis, the engine has been developed to a point within sight of its limit, and more speed must be sought by weight reduction and increased streamlining. As can be guessed even by the casual glance, these aspects, too, are approaching the limit.

LOVELY TO LOOK AT

FOUR VERY ATTRACTIVE SHOWPIECES AT EARLS COURT

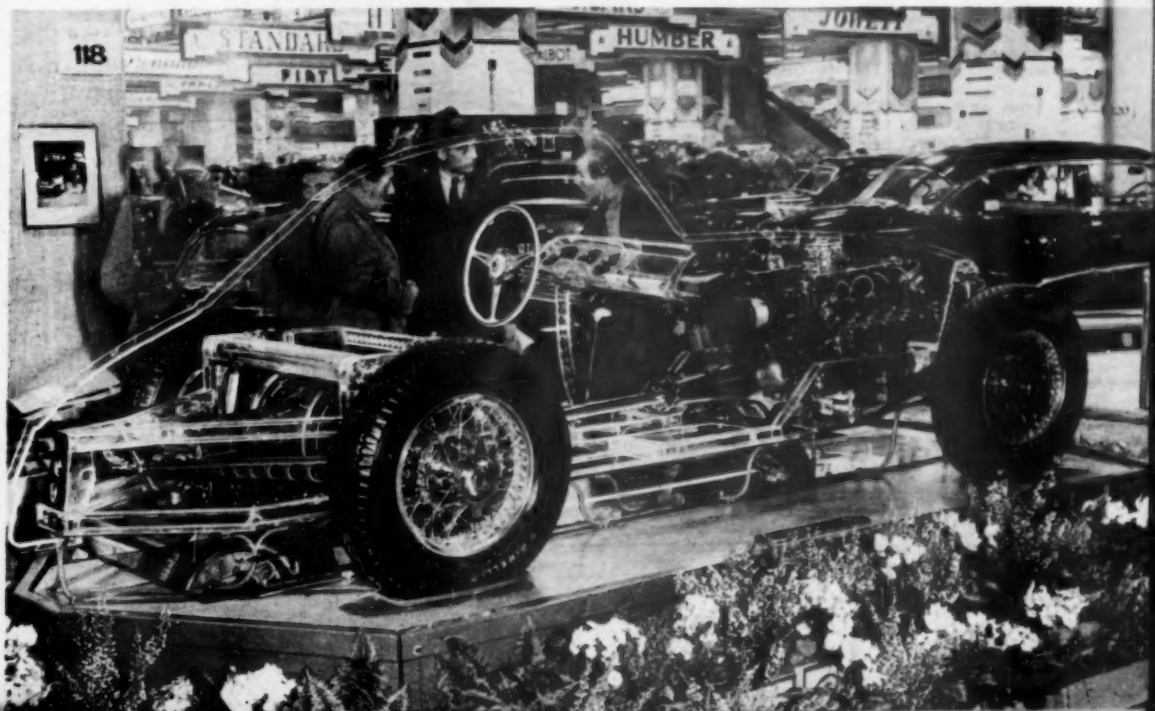
KIEFT 500 : The little Kieft racing car, in the international formula 3 category, is a fine example of fast car design. Weight is pared down in every way, the rear suspension is independent with rubber in tension as the springing medium, while rubber in torsion (wish-bone bushes) is used at the front. Weight distribution, even with its rear engine, has been proved excellent.





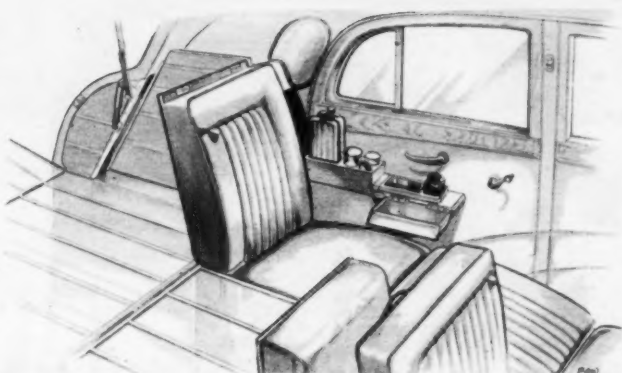
SPLIT PERSONALITY : The bisected Austin Seven is an ingenious special exhibit, giving something of the childish pleasure of the Easter-egg. Amongst many notable examples of Show workmanship, this stand attraction challenges for the palm.

ALL IS NOW REVEALED : Preliminary appearance of this display chassis at the Paris Show whetted the appetite for a sight of it in London. It is the Pegaso, and its spectacular qualities are emphasized by the excellence of the engineering in this car. Spain's re-entry into the car manufacturing world is plainly under good supervision.



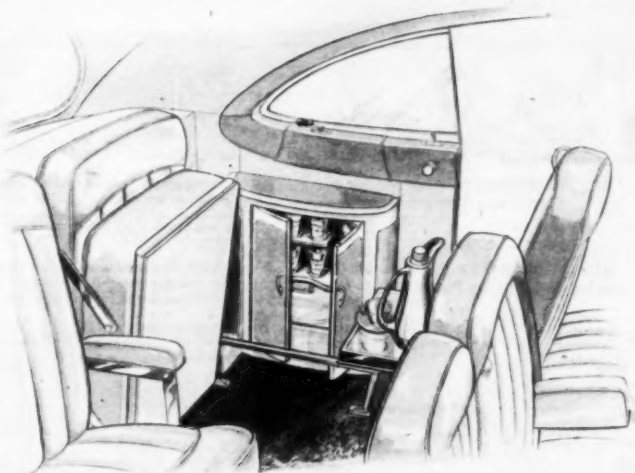
In the Harold Radford Countryman Bentley the rear seats can be folded away completely to add to the luggage space; or the front seats can be folded down to line up with those at the rear, forming a bed. The armrests house sliding and folding cabinets which contain flasks, glasses and smoking requisites on one side, with Thermos flasks on the other side of the car.

*THE SPHERE OF THE
CRAFTSMAN — EXCELLENT
EXHIBITS IN THE COACH-
WORK SECTION AT EARLS
COURT*



COACHWORK REVIEW

AFTER walking down the glittering aisles of the coachwork section at this year's London Show two dominant impressions prevail: the flawless workmanship in every detail and the timeless quality of the style which has now been stabilized by the famous houses which constitute Britain's specialist coachbuilding industry. The craftsmanship goes without saying; when it comes to fashioning fine veneers into cabinet work, facias and door fillets to grace the interior of a limousine or luxurious sports saloon, no one can surpass the British craftsmen who have dedicated their lives to this work. Nor can anyone challenge the assurance with which they handle the finest quality leather and shape it into seat cushions and back rests. It is far from easy to achieve that smooth, uncrinkled perfection, but the Show has endless examples testifying to the British workmen's mastery, in a great variety of styles and colour schemes. There are cloth upholstered interiors, too, of course, and the materials become more attractive and luxurious each year.



In the Hooper Daimler coupé there are seats for three in the front, and in the rear there are two separate arm-chairs which can be folded away when not required. Cabinets at the sides house a cocktail set and a tea service.

Dyed Lizard

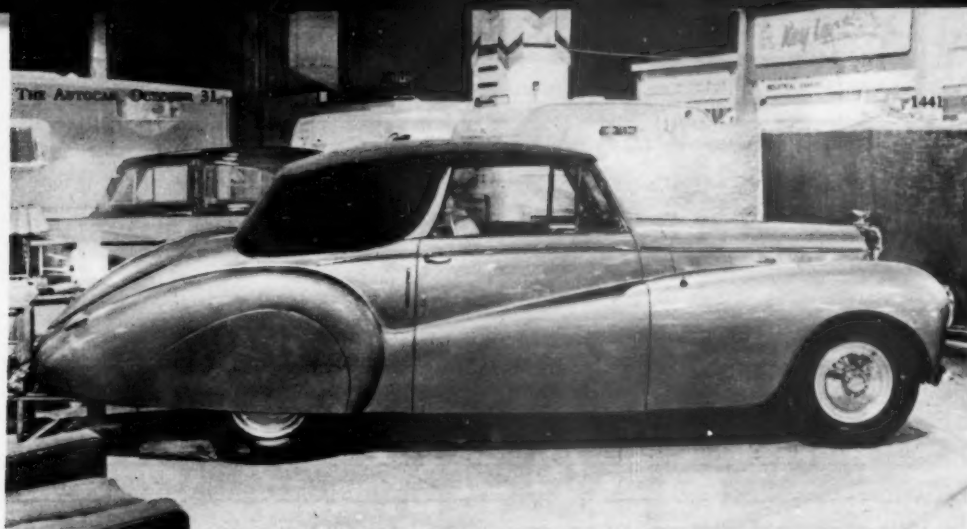
An experiment this year which will be watched with considerable interest is the abandonment of all polished woodwork in favour of a lizard skin finish for facia, steering wheel, door grab handles and cabinet work in the Hooper Daimler coupé. The skin is dyed blue to tone with the general finish of this striking car, and the idea may well appeal to overseas buyers in search of something different.

The basic elements of the British specialist coachbuilding style now change very little year by year; in fact, the cars built today are more conservative in appearance than those which were exhibited at the first Show after the war. This element of continuity

seems to appeal to the buyers in this market, who gain thereby an assurance that the cars in which they are investing large sums of money will not quickly appear out of date alongside later models from the same workshops. Just how strong the hold of tradition is in matters of appearance is well illustrated by the Continental Bentley sports saloon. The lines for H. J. Mulliner's sleek and handsome body were developed after wind-tunnel tests with scale models to ensure the minimum of wind resistance, and, in the general cleaning-up process, the dummy filler cap and the Bentley mascot were omitted from the radiator shell. On the car seen at the London

Show, the filler cap and the well-known flying B emblem have, however, been restored.

The most popular British specialist body style, which is generally known as the hard-edge or razor-edged style, has been tried elsewhere, but nowhere has it been achieved with such consummate grace and fleetness of line as in the best quality British coachwork. It is practical, too, for it permits of big body space and unobstructed headroom without giving the car an obese and heavy appearance. The front wings usually sweep back through the lower part of the doors to meet the rear wings, which flow back in a graceful concave line towards the rear bumper.



E. D. Abbott's convertible body on the Bentley chassis retains the traditional radiator and bonnet treatment with something of the conventional wing form.

The body panels are curved gently upwards to cover the running board, and at the point where the front wing line is taken back into the door the extra door thickness is utilized for small lockers to hold flasks, cameras, binoculars and other small items without interfering with the lowering of the windows.

At the front, the head lamps are either mounted separately or are faired into the valance between the radiator shell and the wing. This permits a rounded, unbroken sweep to the front wing, which is not possible when the shape is dominated by head lamps mounted high in the wings themselves. Frequently the wing line is emphasized by a hard edge which matches the angular contours of roof and tail. This is undoubtedly the ideal style to complement the austere lines of the Rolls-Royce radiator shell, but some graceful examples are also to be seen on the Bentley chassis. A slightly more

rounded style, but still with enough long curves and angular elements to give an effect of slimness, is displayed on some models from James Young.

In some cases, notably on the limousine bodies by Hooper, complete suppression of the rear wings has been achieved. The front wing runs back in a long sweep straight past the rear wheel, which is covered by an inconspicuous panel lying flush with the side of the coachwork. Other coachbuilders cover the rear wheel while still maintaining the outline of a rear wing. These covers do give a smooth and shapely line and, when made with the care and precision lavished upon them by the specialist coachbuilder, they can be relied upon not to rattle or to come loose at an inconvenient moment. Those fitted by Park Ward and some of those on the Hooper bodies can be swung out of the way on hinged arms when it is necessary to change a wheel.

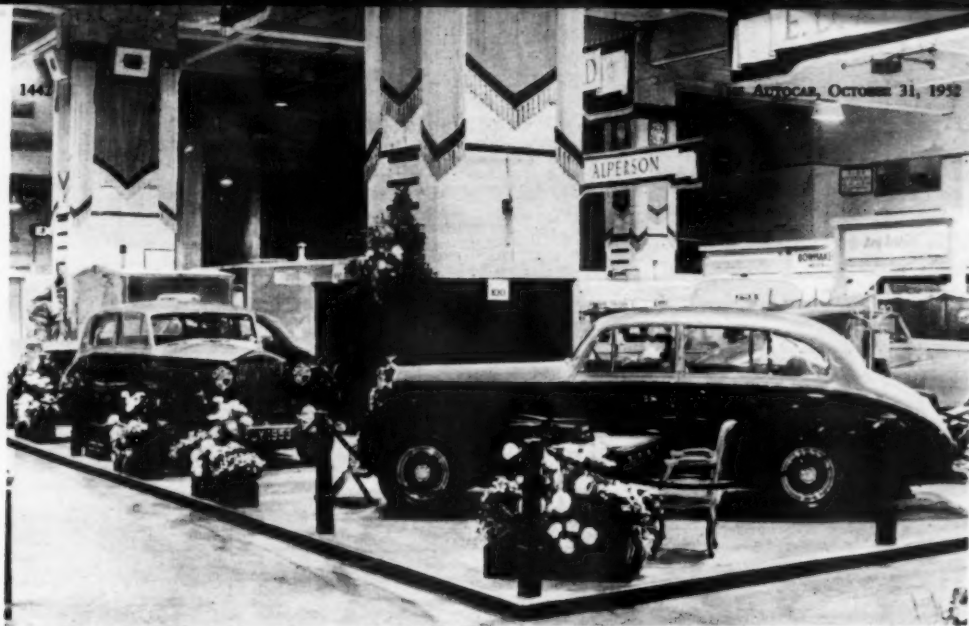
Bumpers are becoming a little

stronger and heavier than they were (James Young, for example, carry out their own modifications to the standard Rolls-Royce and Bentley bumpers), but the British coachbuilder is still far from accepting the enormous and heavy bumpers common in the United States. Perhaps these are not so necessary on cars which are often chauffeur driven and rarely get involved in the hurly-burly of crowded parking places. The same is true of the neat glass-covered rear number plates which are retained on some of the best British specialist bodies, although they are too vulnerable for ordinary production cars.

It is noticeable, however, that several coachbuilders are now tending to employ a central grouping of reversing lamps and a lamp to illuminate the number plate, while the number plate itself is now mounted on a separate bracket instead of being recessed into the panelling. This departure is a reflection of export needs, for it allows

Nicely balanced lines enhanced by a short plated strip at waist level characterize the Tickford Lagonda drop-head coupé.





Use of an original colour scheme in beige bronze and maroon lends distinction to the James Young exhibits on Rolls-Royce and Bentley chassis.

COACHWORK REVIEW continued

greater flexibility to accommodate plates of widely varying shapes and sizes.

The British coachbuilding style has always permitted an exceptional range of driving vision because of the thin windscreen pillars which are commonly used. Those on most of the bodies displayed by the best specialist houses have screen pillars which have a smaller cross-section than the distance between the human eyes, and the driver can, therefore, look straight past the screen pillar, which, in effect, presents no obstruction at all to vision. He

is helped by the fact that the screen is usually fairly upright, as this body style does not lend itself to extremes of windscreen angularity.

The chassis normally employed are designed to provide adequate torsional rigidity without assistance from the bodywork, and the screen pillar can therefore be much more slender than in a unit structure production car where the pillar and roof structure contribute an important element to the strength of the vehicle as a whole. Some of the specialist coachbuilders use castings of aluminium or aluminium bronze, which

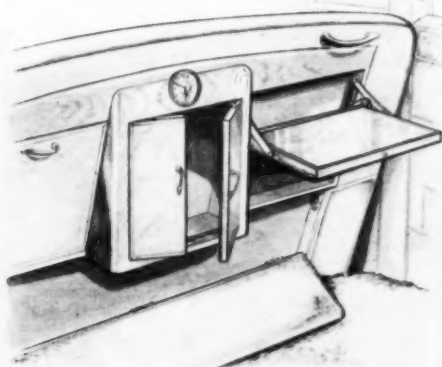
combines the right section in a compact form with a smooth exterior finish.

The introduction of curved glass has permitted a more graceful screen line and allows much larger rear windows to be fitted without spoiling the body contours. When used for the drop divisions of the limousines, it can be made to follow the contour of the front seat backrest, and leaves the maximum free space available for the feet of the passengers in the rear compartment.

Visibility or Privacy?

There are plenty of examples of both four- and six-light coachwork, but there is no doubt that the body with four side windows gives a greater degree of privacy and maximum available useful space in the rear quarters, which can be utilized for ladies' companions, illuminated mirrors or smokers' requisites. Where maximum vision is the primary requisite, the six-light body is naturally more popular. A compromise which has some of the merits of both styles is a six-light body with sliding purdah glasses to obscure the rear quarter windows when required, as in one of the cars built by Freestone and Webb. Another coachbuilder achieves the same result with spring-loaded silk blinds for the rear quarters.

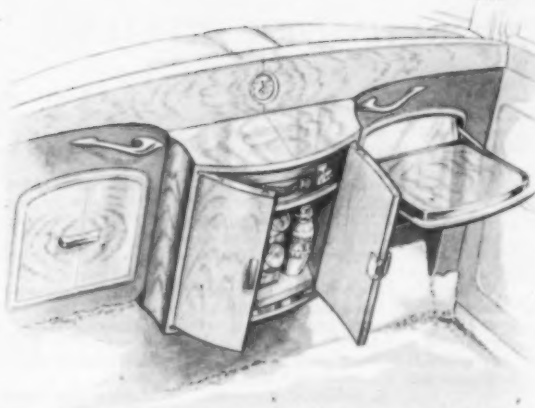
A further way of obtaining extra light in the interior is the transparent roof panel, which was, of course, employed with excellent effect in the special Rolls-Royce with coachwork by H. J. Mulliner, which was constructed for the personal use of our present Queen. Such panels are to be seen on



Cabinet work recessed into the back of the front seat in the Rippon Rolls-Royce sports saloon includes these folding tables and a centre locker with a clock above it. There is also a footrest which can be folded away when not required.



Park Ward have an interesting variation on the folding table in one of their Rolls-Royce bodies, incorporating a full-size mirror which can be supported at an angle when required. Folding footrests are also built into the backs of the front seats.



Typical of the elaborate passenger comfort provided by some models is this group of folding tables and central cocktail cabinet in a Rolls-Royce by Freestone and Webb. Above the cocktail glasses a vanity case is concealed and when the folding tables are pulled out mirrors automatically rise into place behind them.

several cars at the Show, and they form a pleasant alternative to the sliding roof, which also has its supporters. The transparent panel can usually be obscured by an inner shutter when required.

The specialist builds bodies in such small numbers that the vast expense involved in making individual press tools is obviously out of the question, but where bodies are produced in a limited series, as those evolved by Park Ward for Rolls-Royce and those built by Vanden Plas for Austin, it is possible to employ various other methods, such as Kirksite or steel-faced plaster formers in order to take most of the labour out of shaping the panels. The body in the original coachbuilding

tradition still employs a wooden framework covered with steel or aluminium panels, but modern methods of bonding enable laminated wooden sections to be produced with a greater strength than the simple wooden members formerly employed, and most woodwork is now treated with some form of tropical preservative.

Special care is also taken now to line the joints with layers of impregnated fabric to prevent squeaking in very dry climates. There is, however, steady progress towards the evolution of an all-metal coachbuilt body, usually on a framework which is built up from steel-sheet sections, and by ingenuity of design it has been found possible to utilize the same basic frame

components for different body styles.

Colours on the coachbuilders' cars on show at Earls Court are, for the most part, attractive but discreet. This is partly in accord with the taste of the purchasers and partly because a large car does not lend itself so readily to flamboyant colour schemes as a small sports model. The Show exhibits notwithstanding, there are, however, some quite startling cars produced in the course of the year, as some of the buyers, particularly those from India, Pakistan and the Middle Eastern states, combine their appreciation of the comfort and fine finish of British coachwork with an innate love of colour to which they give full expression in their cars. It may well be also that the

A fine example of the traditional British razor-edged style is this sports saloon by Vincents of Reading. It has been built on the Rolls-Royce Silver Wraith chassis.



COACHWORK REVIEW

continued

Hooper initiative in producing a Daimler coupé with a quatrefoil motif on the side panels, following up their striking gold-starred Daimler last year, may start a new interest in giving the side panels a special texture as a variant on the simple highly polished cellulosed surface. Such individual textures have been lacking since the sham cane panel treatment went out of fashion.

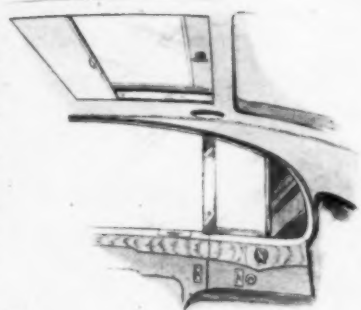
The convertible bodies shown by the larger companies which specialize in series production bodywork afford plenty of evidence of the steady progress which is being made in applying mechanized labour-saving devices to British cars. In particular the power-operated convertible head, now standard on the Carbodies Ford Zephyr and optional extra equipment on the Ford Consul, is a welcome extension of this useful feature into a lower price range after a period during which it has been associated mainly with American cars and the more expensive British specialist coachwork. For one of the most complete electro-hydraulic installations one need look no further than the new 3-litre Daimler with convertible bodywork by Barker, employing press-button action to raise and lower windows, raise and lower the convertible head, and to raise the lid of the luggage locker.

The changing needs of modern times have produced a useful dual-purpose body, the touring limousine which looks like a normal saloon from outside but has a neatly concealed division between front and rear seats. It is thus possible for the car to be chauffeur

driven all the week, and then to be used as a family saloon for week-ends or holidays. The former Humber Super Snipe had such a body, and Thrupp and Maberly have now produced a similar version of the new one. James Young cater for similar requirements with their four-door sports saloons with divisions on the Rolls-Royce Silver Wraith chassis. Harold Radford's Countryman saloon on the Bentley chassis, with its vast carrying capacity and its provision for camping or picnics, extends the usefulness of the car in other directions, without loss of its essential dignity as a town carriage.

Among the straightforward sports saloons without division, two which attract considerable attention both for their colour schemes and for their detail finish, are those built by Rippon Brothers, of Huddersfield, and Vincents of Reading. The bold but graceful lines of the E. D. Abbott Bentley sports saloon, allied to its exceptional luggage capacity and good all-round vision, elicit favourable comment, as do the appearance and passenger comfort of Tickford's convertible bodies.

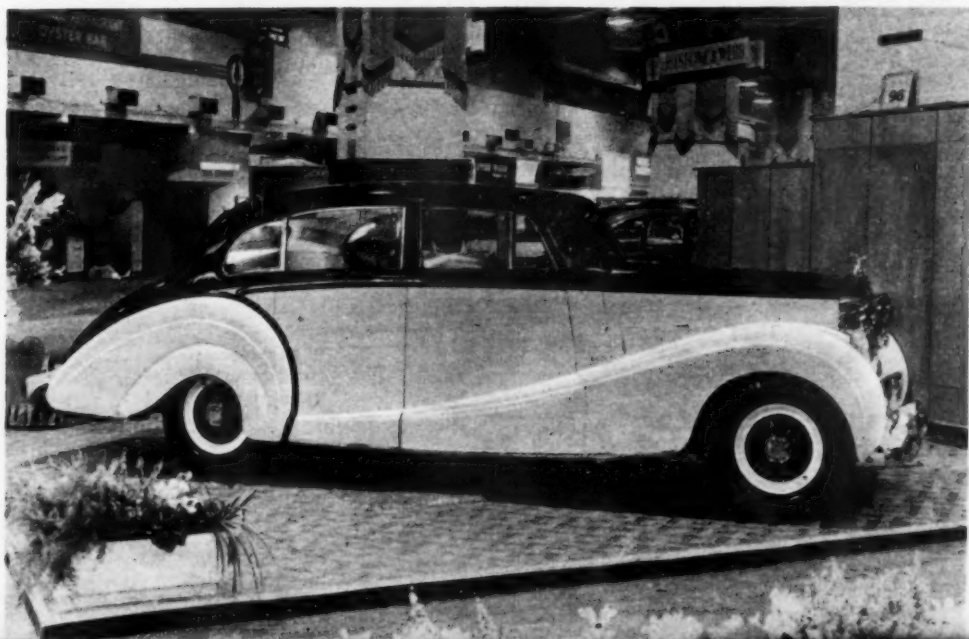
A unique feature of the British specialist body is the elaborate provision made for the comfort and convenience of the occupants, and this is particularly welcome when the car is used for open-air spectator sports, especially in an unpredictable climate such as that in Britain. Interior heating and ventilation are improving rapidly, and it is now possible to see examples of provision for demisting the rear window, either by a current of air



For open air occasions, the roof of a Freestone and Webb Rolls-Royce is supplied with a sliding panel and transparent insert; but for evening use the transparent panel can be obscured by an inner sliding shutter, and dark ruby glasses slide forward across the rear quarter lights.

supplied by a separate fan or by electric heater wires actually embedded in the glass. Cocktail cabinets, picnic outfits, smokers' companions and ladies' vanity sets are incorporated in the bodywork with a degree of luxury and a painstaking attention to every tiny detail which have no parallel elsewhere. Nor have the needs of the businessman been overlooked; there is an electric recording machine concealed under one of the seats in Freestone and Webb's Rolls-Royce two-door coupé.

The bold dual-colour scheme on the Rippon Rolls-Royce Silver Wraith sports saloon includes an interesting treatment of the rear wings, which are fitted with wheel spats of unusual design.



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October 22 - November 1, 1952
STAND No. 106



Hooper seven-seater Limousine, Design No. 8330, on Rolls-Royce, long wheelbase, Silver Wraith

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For the PERFORMANCE DEVOTEE

The workmanlike cockpit layout of the Connaught, one of the racing cars which are shown at Earls Court for the first time, complies with formula 2.



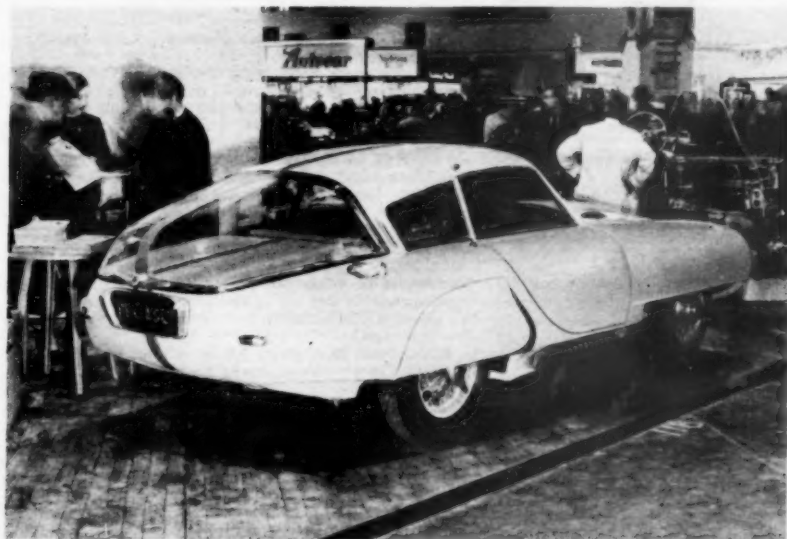
This Year's Show More Interesting Than Ever Before—By J. A. Cooper, A.M.I.Mech.E., M.S.A.E.

TO those visitors to the London Show for whom a car is a necessary evil, or a mere means of transport, the presence therein of a number of automobiles designed with high performance as their keynote is presumably quite inexplicable and completely irrelevant. But to the thousands of real enthusiasts who make the annual pilgrimage to Earls Court these cars are the Show, and they are keenly studied from front to back and top to bottom, while the various items of their mechanical specification will form the subject of discussion and argument in clubroom, drawing-room, dining-room, garage, bar and café for many months to come. "Did you have a good look at the Pegaso rear suspension?" . . . "Do you think that a four-speed box with an electrically engaged overdrive is as pleasant to use as a five-speed box?" . . . "After all, power-weight ratio isn't everything, old boy." . . . "What a wonderful record the Aston team car has." . . . "Well, you can say what you like, but I still maintain that rack and pinion is the only answer." . . . So they will go on, inexhaustibly, untiringly, until the next Show comes around.

No matter whether the visitor has any prospect of ever obtaining even the humblest form of sports car or not, his interest is as keen as ever. Indeed, however well blessed he

may be financially, some of the most desirable exhibits will still be outside his reach, because of the restrictions on imports of Continental cars into this country—but it makes no difference.

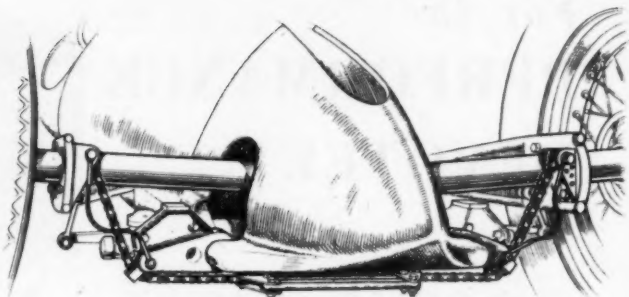
A focal point of attraction this year has been the incorporation, for the first time, of a composite exhibit of British racing cars, and a brave show they have made. On one stand are the principal contenders for formula 3 honours, the Cooper 500 and the Kieft, while next door are five of our best formula 2 racing cars—Cooper-Bristol, Alta, H.W.M., Connaught and Frazer-Nash. The Cooper concern, in fact, achieve something of a record in exhibiting, all set and ready to go, the prototype of their 1953 Cooper-Bristol as early as October, 1952, a rare state of affairs in the racing world in which change is so rapid and time so short. This new car incorporates a chassis of welded tubes in place of the previous composite construction based on channel section side members; the Bristol power unit is used again, of course, but the installation is slightly modified (together with a change in positioning of the final drive unit) to obtain a lower propeller shaft line and consequently a lower seating position for the driver. Another most interesting point is the employment of two small coolant radiators, the flow of



Spanish conception : the tail of the Pegaso coupé, which has excited much comment at the Show.

For the PERFORMANCE DEVOTEE continued

The rear suspension of the Kieft 500 c.c. racing car now uses chains instead of cables to transmit the movement to the strands of rubber which form the suspension medium.



air through which is ducted directly out to atmosphere again, while the air entering the engine compartment does so between the radiators, thus keeping cooler than hitherto. The brakes on the new model are increased in size, and other minor modifications have been introduced.

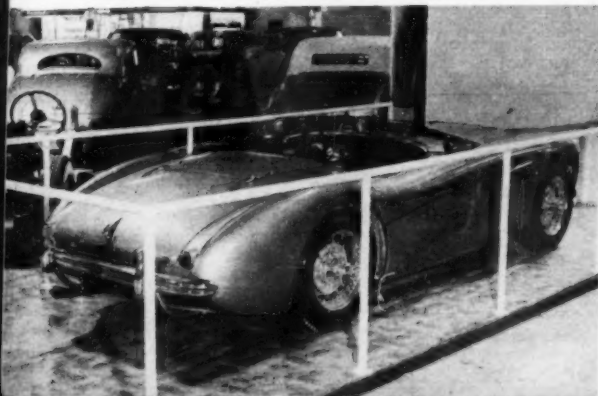
These formula 2 cars show the various schools of thought on rear suspension systems; de Dion layout with torsion bars on Connaught and H.W.M., live axle with torsion bars on Frazer-Nash, double wishbones and rubber on Alta, and wishbone and transverse leaf spring on Cooper-Bristol. Transverse leaf springs also appear at front and rear of the Cooper 500, whereas the Kieft utilizes rubber as its suspension medium, in torsion at the front and in tension at the rear.

Naturally, as far as the sports car exhibits are concerned,



Deservedly very much admired—the beautiful coupé on the Fiat 8V chassis.

Lovely lines with no unnecessary frills: the new Healey Hundred, the sports car sensation of the Show.



the Pegaso attracts a great deal of attention; partly because of its absorbing technical interest, admirably displayed by the part-Perspex chassis, and also because it is being shown in this country for the first time. The five-speed gear box in unit with the final drive, together with its inboard brakes; the unusual reversed de Dion rear axle layout; the beautiful twin-o.h.c. V-eight engine, reminiscent in its detail work of Alfa Romeo practice (Señor Ricart, chief engineer of Pegaso, was for years with the famous Italian firm)—all are well worthy of study, as is the remarkable eye-catching Perspex-tailed coupé body on one of the two complete cars exhibited. The other one, bearing a Saatchi body, has the supercharged version of the engine, a very neat and workmanlike installation.

Coming nearer home, the next item of interest—in fact, in some ways the car of the Show—is the new Austin-Healey Hundred, a very good-looking car and, moreover, at what must be reckoned a very reasonable price at £850, plus the inevitable purchase tax at home. This new model uses many Austin components in its construction, the engine being the well-tryed 2,660 c.c. four-cylinder A.90 power unit. The Laycock de Normanville overdrive is employed to provide a pleasantly high top gear, and the car was timed last week on the Jabbeke motor road at a mean speed of 111 m.p.h.—real performance, without a doubt. The cockpit layout is very good, the Austin gear box has been adapted so that the gear lever is a nice short floor-mounted specimen, and the body lines are among the most attractive at the Show; altogether, a most attractive proposition, calculated to make the enthusiast's mouth water.

Famous Names

Near to it at the Show is the display of DB2 Aston Martins, which are the summit of so many people's ambitions. With their twin-o.h.c. engines and wonderfully purposeful yet immensely attractive lines, these famous cars certainly look the part, while the presence on the stand of the faithful old VMF 64, which has had so many competition successes both abroad and at home, adds point to the claims made for them. Jaguars, too, with the effective "banking" show of the fixed-head coupé XK120, which averaged over 100 m.p.h. for seven days and nights at Montlhéry, need have no fears that the capabilities of their products are not appreciated by the public. The XK120 two-seater, with its 3½-litre twin-o.h.c. engine and beautiful lines, continues to be a phenomenon in fast car production, and its basic price of £1,130 is still remarkably low by the standards of even a few years ago.

Frazer-Nash have also a special exhibit, in the shape of T. A. D. Crook's very successful Le Mans Replica car, while the examples of their comprehensive range of Le Mans Replica Mark II, Targa Florio Gran Sport and Turismo, and Mille Miglia models, have been eyed covetously throughout the Show. They, also, have a new and most attractive model, using the Austin 2.6-litre engine, and this is offered at a basic price of £1,500, considerably below that of the other Frazer-Nash models. More new models appear on the Allard stand; the new Palm Beach Allard, supplied with either Ford Consul or Ford Zephyr power unit, has excited

great interest and should prove to be extremely popular in its class.

Among the Continental exhibits, the Fiat, Lancia and Alfa Romeo are all examples of 2-litre high-performance cars. The Fiat 8V coupé is a perfect example of a functional design, and the engine, which is shown separately on a plinth of its own, is a beautiful-looking piece of machinery. The Gran Turismo Lancia Aurelia, with its unconventional V-six engine and all-round independent suspension, is certainly one of the world's finest fast cars, while the Alfa Romeo 1900—of which saloon examples appear on the stand—will appear in competition next season in "flying saucer" form and will doubtless put up a strong challenge in sports car racing.

Not everyone, however, is interested mainly in the near-unattainables such as these; what of the lower-priced and smaller home products in the sports car line? The Jowett Jupiter has now been in production for some time, but is still of sufficiently unconventional design, with its flat-four engine and tubular chassis frame, to excite comment; a stripped chassis, incidentally, has been a great attraction on the Jowett stand throughout the Show. This is an example of a fast car in which comfort has not been neglected for performance's sake; the all-weather equipment includes wind-up glass windows. Then there are the Singer, the M.G., the Austin A40 Sports, the Morgan and the new



The normal radiator grille is absent from the new Triumph Sports, which has attracted much attention.



The flowing lines of the Lancia Aurelia Gran Turismo coupé, which has made a great name for itself this year.

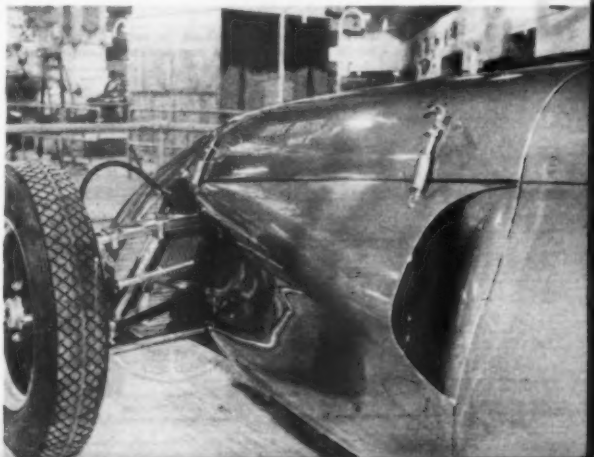


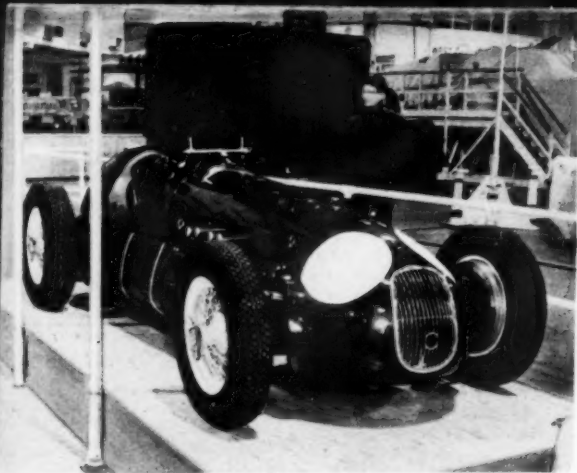
Purposeful yet handsome in the extreme; the DB2 Aston Martin drop-head coupé. In the background is the famous team car, VMF 64.

Triumph. The Singer Roadster, powered by the well-tried single-o.h.c 1½-litre engine from the S.M. 1500 saloon, has considerable performance while retaining the features of the British small four-seater sports car; the M.G. TD, on the other hand, is the lineal descendant of the famous line of M.G. Midgets which have contributed so much to the history of the small sports two-seater. That the 1½-litre four-cylinder engine of the M.G. will stand up to its job is proved beyond all question by its use with a high degree of supercharger pressure in the establishment of many records on the Bonneville Salt Flats in the U.S.A. in Goldie Gardner's famous streamlined record-breaking car, which occupies a prominent position on the M.G. stand. The Austin A40 Sports is another popular small sports car which is appearing on the roads of Britain in rapidly increasing numbers. The mechanical components, of course, are well tried and proved by their successful usage in the standard A40, while the attractive lines of the body are always the subject of favourable comment, and there is a pleasant absence of too many plated parts.

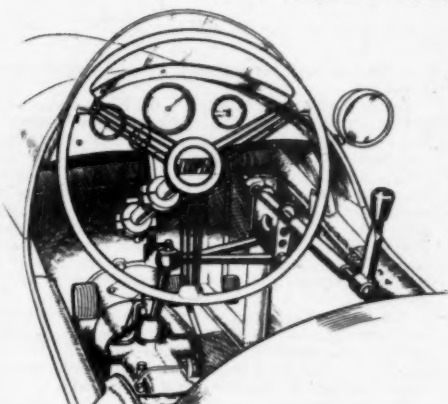
The Plus Four Morgan, virtually unaltered since last year's exhibition, makes use of the Standard Vanguard

This view of the 1953 Cooper-Bristol formula 2 racing car shows the air exit from one of the two small radiators, and the single large louvre which extracts air from the engine compartment on each side.





Stark and businesslike, the formula 2 H.W.M. is powered by an Alta engine.



The central change of the Cooper-Bristol is operated by a right-hand lever through this neat linkage.

For the PERFORMANCE DEVOTEE

continued

power unit of fractionally over 2 litres capacity, and has found a firm place in the affections of many users, scoring various not inconsiderable competition successes in the process. It is available in four-seater and coupé forms as well as the original sports two-seater, which follows previous Morgan style in the body; the chassis, too, retains the traditional Morgan independent front suspension incorporating vertical pillars and coil springs.

Finally comes the Triumph, which is another entirely new sports car and marks the return of this *marque* to the sporting field. Again, the Vanguard engine is the basic power unit, but in this case the capacity is reduced to bring the car within the 2-litre class, while minor modifications are made which have the effect of increasing the power output to above that of the normal unit fitted to the Vanguard and Triumph Renown saloons. The car is fitted with an extremely compact body—in fact, the overall dimensions are very small for a 2-litre car—and the use of a completely unadorned air intake in place of the normal radiator grille strikes an original and pleasant note. The instrument panel, too, is noteworthy, containing a full selection of the instruments beloved of the enthusiast, all of clear and simple form, well spaced and positioned. This new car should have considerable performance possibilities, and its appearance on the road and in competition is eagerly awaited.

That, then, is the selection available for study at the Show. As always, there are others unrepresented, especially among the foreign contingent; Ferrari, Porsche and Mercedes-Benz are among the notable absentees this year. Yet the selection

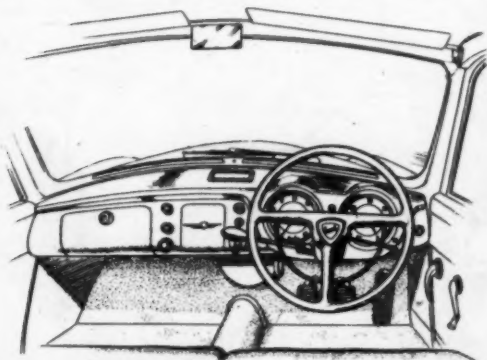
is a fair and representative one, and the emphasis laid thereon in this year's exhibition is fair comment on the widespread interest in the high-performance and competition car, which is manifestly increasing with the passage of time.

POWER-WEIGHT RATIOS*

Frazer-Nash Le Mans Replica ...	210.7 b.h.p. per ton
Pegaso 2.5-litre ...	173.7
Allard J2X (Mercury engine) ...	136.2
Jaguar XK120 ...	130.1
Fiat 8V ...	120.3
Aston Martin DB2 (Vantage engine) ...	111.8
Austin-Healey Hundred ...	102.9
Triumph Sports ...	102.2
Frazer-Nash 2.6-litre ...	101.2
Nash-Healey ...	100.8
Jensen Interceptor ...	96.4
Morgan Plus Four ...	90.7
Lee-Francis ...	87.2
Allard Palm Beach (Zephyr engine) ...	84.6
Alfa Romeo 1900 ...	78.0
Lancia Aurelia B20 ...	77.0
Jowett Jupiter ...	73.9
M.G. TD ...	58.8
Singer Roadster ...	58.2
Simca Sport ...	56.8
Austin A.40 Sports ...	54.4

* Based on manufacturers' statistics.

Simple and functional—the cockpit layout of the Gran Turismo Lancia Aurelia coupé is unmistakably Continental.



The new Frazer-Nash 2.6-litre model, like the Healey Hundred, is powered by the well-known Austin A.90 engine.

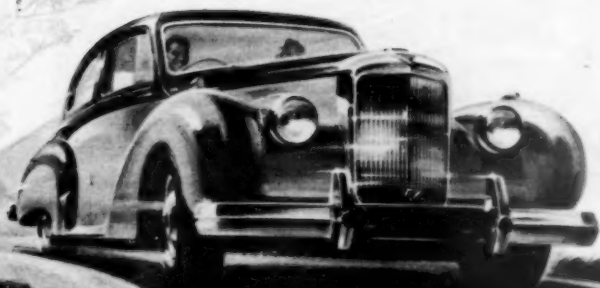




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THREE LITRE

for those who appreciate
"the sheer joy of driving"



ALVIS LIMITED · COVENTRY
THREE LITRE: SALOON & DROP-HEAD COUPE

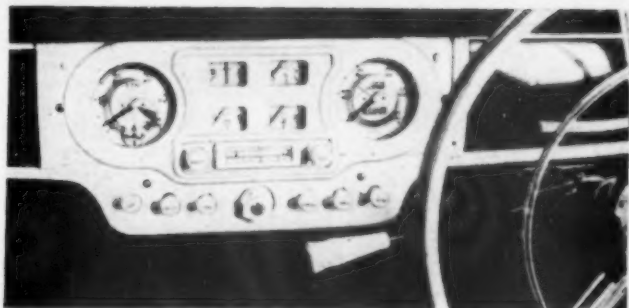
None Better for Winter Driving



CAR RADIO

A PERIOD OF CONSOLIDATION IS REACHED

Here is the Ekco CR61, installed in an Austin A.90. This set covers seven short-wave ranges and incorporates bandspread tuning, free tuning and instantaneous selection.



It is evident that a car radio is no longer regarded in general by experienced motorists as a distraction from driving, but rather as a soothing companion. To the solitary motorist on a long journey who enjoys his radio programmes a set can be a boon, and when passengers are carried it can often be a pleasant alternative to conversation. Driving through heavy traffic in cities can sometimes be irritating; a current wireless programme can help to disperse that irritation. Present-day sets, moreover, have a wide range of volume and, especially with a separate speaker (or speakers) suitably placed, can be heard by those inside a car even when the vehicle is travelling at high speed. The volume obtainable, in fact, is so large that even an open car can profitably be fitted with radio.

At Earls Court this year there are two new British sets, one of which has been introduced because of a new car fascia design; the other is largely an export model and is claimed to deal effectively with the problems of mobile short-wave reception. There is already more than one hint that further new developments in car radio will be announced at next year's London Show.

So far as any trends can be discerned, it seems likely that there will be a tendency for car radios to become smaller. The need for compactness and small size

is brought about by the diminished space usually found behind modern facias, and by the fairly general presence of heater units. If sets do become appreciably reduced in size, it may be a mixed blessing, because the added intricacy of work involved could easily raise manufacturing costs.

It seems at present that basic prices are fairly stable, although a representative of one manufacturer talked of a possible reduction, where his firm was concerned, in about a year's time. What will happen, however, to the purchase tax imposed in this country is anybody's guess, and an attempt at prophecy in that direction would undoubtedly be taking much too great a risk.

Of the two new sets shown one is the Ekco CR181F, which is seen on Stand 421. It is designed to sit on the full-width shelf that is fitted to Ford Consul and Zephyr Six saloons now that the instrument cluster has been moved to a position embracing the steering column. A six-valve superhet receiver, the CR181F has both press-button and manual tuning.

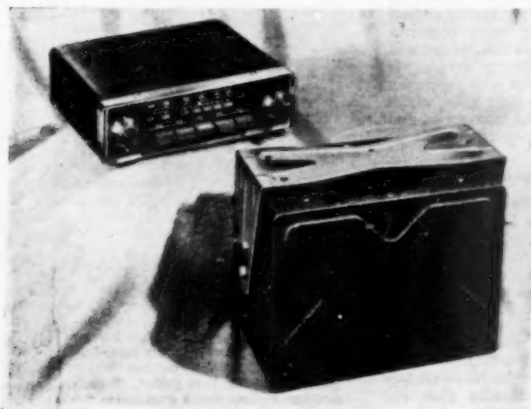
The second new set is the H.M.V. Model 4300 made by S. Smith and Sons (Radiomobile), Ltd. (Stand 283). Largely an export model, the 4300 has an eight-valve superhet circuit covering three wavebands. Mobile short-wave reception is one of its special attributes.

Among the other interesting Ekco exhibits is a set that will operate up to four loudspeakers. And in the equipment on the Radiomobile stand there are two control units for the home market, both of which, with amplifiers, provide various useful combinations.

On the Delco-Remy-Hyatt stand (No. 417) can be seen the now well-known Trimatic receiver, of which the main feature is the single tuning control that selects any one of three pre-set stations. Free tuning is provided by three drum dials calibrated in metres. The price of this set, with British purchase tax, is £30 1s 4d.

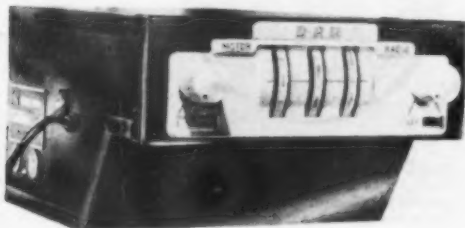
For those who are interested in a specially powerful set there is the Motorola, which is exhibited on Stand 410. Claimed to be the most powerful car set on the market, the Motorola is a six-valve superhet radio and has a tuned R.F. stage for greater sensitivity. It is made in two models, one (the 491) with medium and long wavebands, and the other (the 493) with medium and short wavebands. Total prices of these models are £35 13s 8d and £38 12s 5d respectively.

There are some neat installations on the American cars shown. Very high standards of reception have been achieved on car radio in America; a look at the established sets on the American car stands is certainly worth while.



Left: A de luxe car radio for the home market is the H.M.V. Model 4200 with B-type amplifier and one, or preferably two, loudspeakers. It is made by S. Smith and Sons (Radiomobile), Ltd., and covers the medium and long wavebands.

View of the Delco-Remy-Hyatt Trimatic receiver. The knob on the left is the single tuning control that selects any one of three pre-set stations.





Picture Gallery

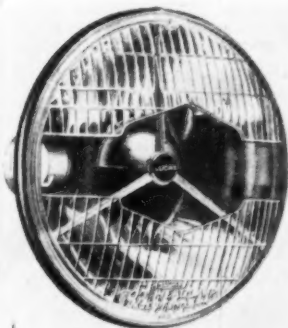
GOOD DISPLAY AND WORKMANSHIP MAKE THE ACCESSORY SECTION A MOST ATTRACTIVE PART OF THE SHOW

PERHAPS because they gleam so brightly in the Show galleries, and perhaps because they are one of the most important items in motor-ing, it is inevitable that a Show visitor finds himself looking at the beautiful lamps which are almost the dominating feature among the accessories at the London Show. There is a good deal stirring among the lamp makers.

Lucas have introduced a special replacement service, whereby the reflector and glass unit of the latest block

pattern head lamp is available for replacement of earlier built-in head lamps, for those who wish to bring their cars up to date.

The widespread and very even illumination of the block pattern lamp makes it extremely restful to drive behind, for the eyes are most happy and the judgment most sound when the whole scene before the driver is evenly illuminated. However, many people who do long journeys at night on main roads have a desire to sacrifice a little spread to obtain a longer range, and for them Lucas have made available their P700 reflector-glass units to replace existing 7in block pattern units. The P700, which is shown in an accompanying illustration, is not a more powerful lamp, but it does have less spread and a correspondingly longer range. It should not be confused with the lordly PF series lamps with clear glass, which appear on some of the luxury cars and on some of the super-sports models.



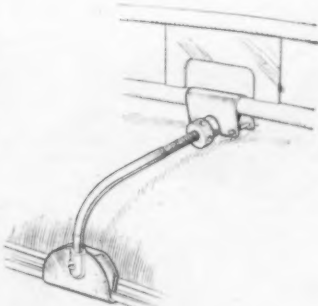
The Lucas P700 head lamp element, available as a replacement for block pattern head lamps. It has less sideways spread, and a correspondingly longer range.

Fireworks

It has already been mentioned in *The Autocar* that the Lucas SLR long-range driving lamp, the "flame thrower," with its conical bulb shield, is being released on the home market now. It is not generally appreciated, however, that this lamp has been altered. Originally, the front glass tended in certain circumstances to grow hot and, if splashed, to crack. The lamp appears at the Show slightly modified, with a different glass and improved heat dissipation, which re-

moves the possibility of this mishap. It is generally agreed among visitors, who constantly form a little crowd from opening to closing time, that the Lucas replica of a street, built in a dark tunnel down which a visitor could direct both dipped and undipped head lamps of various kinds, is of particular interest. A lamp on the road is worth two on a pedestal!

On another stand, that of Butlers, Ltd., there is an interesting new lamp. It is neither a fog lamp nor a driving



For additional security: the Porta-rack roof luggage rack of Parr Equipment, Ltd. is shown with a new clip. Besides the curved portion which goes round the rain gutter, there is another portion which goes inside the gutter. The clip cannot jump off.

light, but a general-purpose "auxiliary" lamp. It is quite small, very shallow in the body, and has a front-mounted bulb, removable via a knurled ornamental cap in the centre of the glass. The lens and reflector are so designed that the upper half of this little lamp projects forward a spot beam, while the lower half has a fan-shaped beam. The spot beam is of quite long range, equally useful when driving in built-up areas when street lighting is inadequate, and in picking out the kerb in fog. This form of lamp is widely used on the Continent. Butlers also show large rear lights with three bulbs, two to show red, and one white one for the number plate, so that there is considerable security against total blackout from a bulb failure.

Note again show their range of powerful driving lamps and fog lamps, and the pass lamp which has the excel-

shown with new universal mountings which enable it to be turned in any direction one may wish.

The Continental invasion has even further recruits. There are lamps by Marchal, Cibié, Autoroche and Hella, and certain lamps of Sabel. The last are shown by Autocar Electrical Services: they are domed side and tail lights with what can only be described, in fashion terms, as a very pretty checked pattern in glass. They might indeed be too decorative for very plain bodywork, but undoubtedly should look well on stylish *carrosserie*. The Autoroche driving lamps have a milled edge glass and are of great power. A new importation of Autoroche is a reversing lamp of oblong shape, with a most elegant design. It is made of gleaming plating on a copper body, and, although beautiful, is, it must be admitted, a little expensive. Among the



This unusual little Butler general-purpose auxiliary lamp projects a pencil beam from its upper part, and a fan beam from the lower part. The bulb is mounted in the front cap.



Continental accessories displayed by Autocar Electrical Services. They are (left to right) an Autoroche driving lamp; domed side lamps and a plated exhaust pipe extension by Sabel; and an Autoroche oblong reversing lamp.

lent feature of right-side cut-off. With this, no light at all is projected towards an oncoming vehicle. Eversure, Remax, Desmo and James Neale all display lamps which are surprisingly inexpensive for these costly times, and in which the old traditions of good plating and finish are yet upheld. These makers go in for both clear and yellow glasses, but certain of the well-made Eversure fog lamps have golden reflectors. Eversure lamps can be recognized by their clear front glasses, and the small outer ring of opal glass. Their spot lamp is

Sabel items is one which is all decoration, and has only a minor claim to utility—a plated and moulded tail pipe extension and downwards deflector of the gases, which beside embellishing the tail pipe (its main job), is a very fancy fitting indeed.

The Marchal range of head lamps, including those for replacing existing head lamps, fog spot and reversing lamps, has now become sufficiently well known in this country to require no description, but another great French manufacturer, Cibié, has

a complete range for the first time this year.

These Cibié lights are imported by S. Guiterman and Co., Ltd. Besides driving lamps and fog lamps, which were seen at the Show last year, Cibié now have replacement head lamp units for British cars. There are two ranges, the Optique with the slightly fluted clear glass, and the beautiful Saphir 500 lamps; both have double dipping with tongued double filament bulbs. The Saphir has vernier screw adjustments around its edges and a built-in fuse. As complete head lamps these are quite costly, but if they are being used to replace existing head lamps on a car, only the glass and reflector unit are needed. The existing chromium plated mounting ring will fit the new glass and reflectors.

Nylon Lamp

Cibié also show a reversing lamp and have a small oblong lamp, which is particularly interesting. Its body is formed out of solid nylon, on the inside of which the plating metal for the reflector is deposited by a special process. Also new this year is a small reversing lamp of pocket watch shape, which, like other Cibié lamps, has a visible milled edge round the glass.

In view of the difficulty there has been in getting yellow bulbs for British head lamps when one takes one's car to the Continent, it is interesting to see that one bulb manufacturer, Rival Lamps, Ltd., is now making yellow

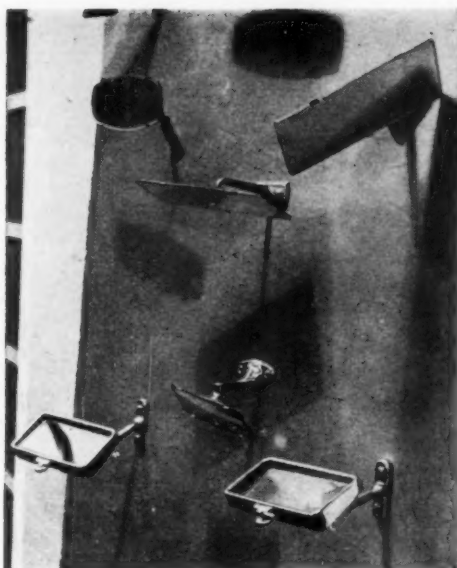


Two new oil control piston rings. The Hepolite ring (left) has a spring expander which gives outwards pressure. The Cords ring (right) has an expander which contributes upwards and downwards pressure against the sides of the piston groove.



Continental-type three-pin lamp bulbs, both white and yellow, are a new production shown by Rival Lamps, Ltd.





Picture Gallery: continued

Wingard display various mirrors, among which (bottom) are prismatic dipping mirrors for the avoidance of dazzle from the lights of following cars.

bulbs. They appear at the Show both as bulbs for current British head lamps and also as three-pin models for use in Continental lamps. A three-pin bulb made in this country does not, of course, have any import duty and seems to cost very little more than a normal bulb. Next summer motorists will not have to buy unwanted toilet articles to get the golden Cellophane wrapping for covering lamps!

Mirrors now exist in such wonderful variety and good quality that it is difficult to single out individual examples. In a tour of the galleries, it was noticed that Wingard are now in production with their prismatic dipping interior mirror, and that Desmo are fitting frames to some of their interior models, a provision which does, of course, make a mirror much stronger and less liable to break in service. Very wide panoramic mirrors to take advantage

of the modern wide rear window are now being made by most manufacturers. A number of cars which have been received for road test in the past year or two had mirrors which were not of sufficient size to enable the full advantage of a wide rear window to be gained by the driver.

For the Coronation

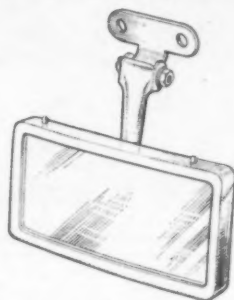
Before all these fine plated accessories are left, the first forerunners of the Coronation decorations and souvenirs can be noted. Tudor Accessories have an extremely handsome E.R. monogram that is finished in chromium plating and enamel. Desmo have a little plated flagstaff which can be clamped to the edge of a wing, and it is provided with a cherry-coloured knob, so that when the Coronation excitement has died down, the owner can

put away the flag in moth balls and substitute the knob, when the little gadget becomes a width indicator.

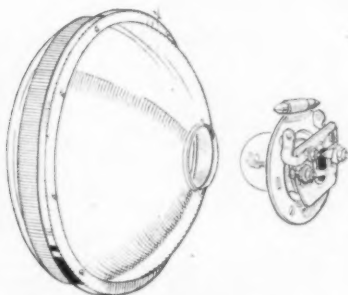
There is nothing new in the way of horns. Lucas show their well-known models, Trico have their array of silver trumpets, and Desmo still make (for certain overseas markets) curly bulb horns which make a noise like the *Queen Mary* leaving port.

Now that remote-controlled radiator blinds have at last been introduced, it is pleasant to see that the two models introduced at the Show are of a very moderate cost and sound design. The Key Leather blind has a metal casing which contains the roller and slides up and down in a frame. As the roller in its case is pulled up by the control wire, it pays out the blind, and so the blind material never moves in relation to the rough surface of the honeycomb. The problem of chafe is thus avoided, and also any difficulty if there is a failure of the roller spring or of the cable. The blind would tend to fall into the "open" position, where it could not cause accidental overheating. The control is a wire cable and conduit which terminates in a length of chain made up of small golden balls. The chain is pulled or released and dropped into a slot, which engages between the balls when the desired position of the blind is set.

The Welfir Aircon blind has its



Desmo show framed interior mirrors with universal mountings.



Cibié Saphir head lamps are shown by S. Guiterman. They have a withdrawable bulb and fuse carrier at the back of the reflector.

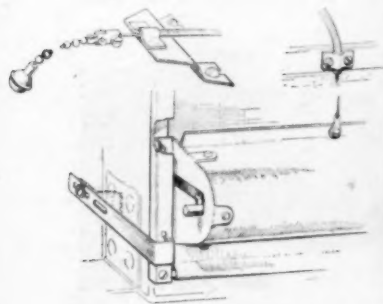


roller at the bottom, and the blind travels upwards with its edges inside the channel side members of the framework. The blind is operated by a wire cable and conduit, and there is an oil cap at the front end of the conduit, so that the wire will always operate smoothly and neither bind nor rust. In the driving compartment, the cable terminates in a cream plastic ring, and this is hooked over a number of cream plastic hooks which are set into the side of the car on the driver's side. It is understood that this blind has been approved by the Ford Motor company as a standard Enfo accessory for Ford dealers.

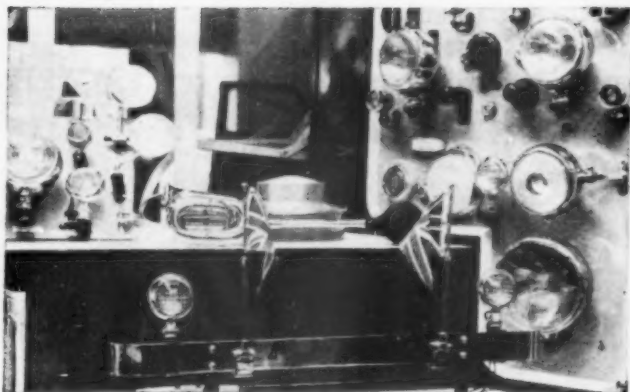
Widely Available

It is difficult to make up one's mind which of these two blinds one prefers. They are both well made and well designed, and each has its own features which attract. Both are available for a very great number of cars, and both are specially adaptable to the many cars in which installation of anything in the "bird cage" between grille and radiator is awkward. Their cost is in the region of £3, but it would seem desirable to go to the extra expense of a radiator thermometer if one is to install a blind. It is of real value to be able to avoid the evils of cold running or a prolonged warming up period in both summer and winter weather, which cause rapid cylinder wear and sump dilution.

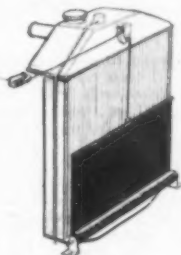
Heaters at the Show are many and varied. The improved version of the Tudor heater-ventilator, of simple and inexpensive design, is making its first public appearance. Weathershields, too, show the improved version of the heater that they have evolved jointly with Cosmic. It is a fresh-air unit with no separate radiator of its own, and taking in warm air from behind the radiator. It now has a very neat outlet unit with finger-tip control, finished in black stove enamel and polished aluminium. These simpler and more inexpensive heaters seem to be arousing a good deal of public interest.



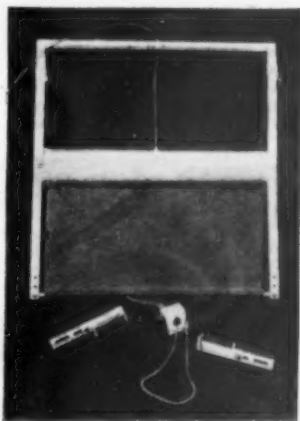
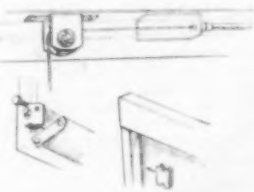
The Key-Leather radiator blind has a travelling metal housing which contains the blind roller. It is shown in the sketch at the bottom of its travel in the frame. Above is the ball chain at the driver's end of the actuating cable; the chain is dropped into a notch which holds it at any point desired.



A mixed bag at the Desmo stand. In the foreground a bumper bears Coronation flagstaffs and little "pocket watch" reversing lamps. Behind, between the lamps and mirrors, are a bulb horn and a long-burning paraffin sump heater.



Details of the roller of the Welfit Aircon radiator blind, which is mounted at the bottom of the blind frame; of an attachment clip, one of those which hold the frame to the radiator; and of the pulley and lubricated conduit for the operating cable.



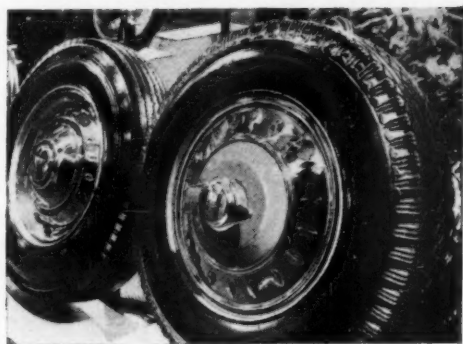
Delaney Gallay are also the makers of a simple heater, which consists of a small flat radiator, with intake and outlet water nozzles which are interposed in the upper radiator hose, connecting the engine and radiator header tank. This is obviously an easy heater to install, requiring only an additional pair of hose clips; the air duct for the radiator is a tube which leads off to the interior of the car in a normal manner. Gallay show a number of more ambitious heaters, including a complete heat and ventilating plant.

The heaters on the stand of Smiths Accessories have been given wider appeal by the introduction of fitting kits and templates, complete down to the last detail, which enable them easily to be installed in the many popular cars for which the special kits have been designed. This applies to the recirculatory heater. The larger heating-ventilating units cannot be so fitted. They have to be incorporated by the car manufacturer.

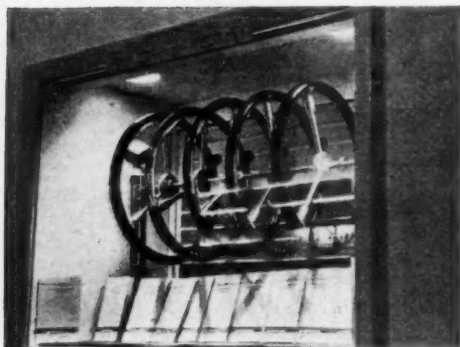
There is a close connection between all the heaters and the new radiator

Picture Gallery

continued



A version of Cornercroft's ventilation Ace turbo disc, which fits wire wheels available on XK 120 Jaguars. The discs have a silvered finish. The turbo disc is popular in the U.S., and it is being exported on a large scale.



A row of rotating "steering wheels," with transparent rims containing oil and loose steel balls, is used to show the viscosity properties of Duckham's special lubricants. This is typical of the trouble taken over manufacturers' displays.

olids which are shown, because it is obvious that when, with the aid of a blind, the running temperature of a car is kept up to between 80 and 90 degrees C on cold days, whatever type of interior heater it may have is going to gain tremendously in effectiveness from being fed with much hotter water, or in some cases much warmer air from behind the radiator block.

A number of improved new components, especially the automatic transmissions and disc brakes, have already been fully described in *The Autocar*. But there are two working exhibits concerning lubrication which seem particularly interesting. One is the series of slowly rotating wheels with transparent rims, and resembling steering wheels, which are seen on the Duckham stand. In each transparent rim there is a number of steel balls, and each rim is filled with oils at different temperatures. As the wheels revolve, the steel balls can be seen revolving or lagging according to the viscosity of the oil. The object of the exhibit is to display in an easily understood form the properties of Q5500 oil in retaining its viscosity at high temperatures, while yet having a low viscosity at low temperatures. On the stand of the Glacier Metal company there is a working display of the centrifugal by-pass filter for sump oil—a filter that they are developing. Oil can be seen entering the rapidly rotating filter, and, after the deposition of all its dirt in the collector bowl, it emerges as a clear golden oil at a very high rate of flow. This new device, although quite small, can be seen to have a remarkable output of clean oil and a great capacity for storing removed dirt.

The extent to which rubber bushes are being incorporated in the suspension and the steering mechanism of

cars, and even in the mountings of bodywork, is seen on such stands as those of Metalastik and those of Silentbloc. There are more and more points in the car for which rubber is being used.

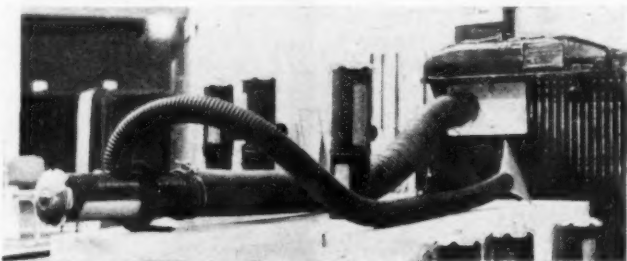
Self-lubricating

A parallel development is the great number of porous and self-lubricating bushes of various kinds which are shown by many companies. A porous bush is impregnated with a volume of oil, or perhaps oil and graphite, as great as the volume of the bush which contains it. If such bushes need renewal of their lubricant at intervals, such renewal should be at much greater intervals than is necessary with a plain bush containing only an oil film inserted by grease gun. On too many cars in the main hall, however, there still seem to be a very great number of chassis points which require greasing, oiling and servicing at regular intervals. One sees in the galleries, to a perhaps

greater extent than in the actual cars in the hall below, the most attractive seat adjustments, enabling the size, angle and fore-and-aft position to be altered; one sees, too, in the galleries the most delightfully soft seat fillings of various kinds. One cannot help feeling that the tendency which car manufacturers are undoubtedly displaying to improve seating comfort is somewhat overdue. Hallam, Sleight and Cheston show an interesting device in the form of an inexpensive means of providing a tilting squab; it is shown in one of the sketches.

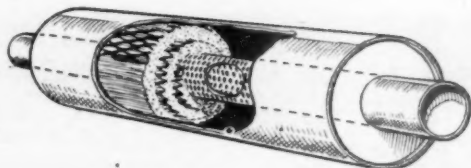
These seating stands make pleasant calls for the weary visitor, who can relax, and dream of Savile Row seats made to his exact measurements—and theories—by a Bespoke Seatier to the Nobility and Gentry. But an interesting discovery in the galleries is that the Latex people have a service for putting foam rubber fillings into individual and privately owned cars.

From the row of tyre stands, the stud tread tyre seems to have disap-



The improved Weathershields-Cosmic interior heater. Behind the radiator block is the air collecting plate. On the left is the new outlet unit, with its light alloy hand control, by which the warmed air is directed either to the anti-mist duct for the windscreen, or direct to the interior. The control can also shut off the air.

Picture Gallery: continued



The acoustic sound- and gas expansion-absorbing fillings of a Servais straight-through silencer, with no baffles.

peared completely. Tyres these days, with their closely spaced anti-skid slottings, and their notches for traction and for grip under heavy braking, have become quite an engineering exercise in pattern. Such patterns have a purpose. Both silence and long life are to some extent dependent on having no breaks or interruptions in the circumferential strips of tread which run round the tyre, yet edges are needed to bite through a film of muddy water on a road. The most generally accepted compromise is to make the strips themselves zig-zag, or to have them running straight with zig-zag edges. At the sides of the tread, which have a little less bearing on the road when the car is running straight, and a good bit more bearing when the car corners, or skids, there may be a pattern of definite transverse stop notches. In some tyres, closely spaced slits with a squeegee effect are used towards the edge of the tread, and they sweep away a film of water in the same way as does a multiple-ply windscreen wiper blade. Tyres now have a grip on wet roads, a respect in which, especially as regards forwards sliding under heavy braking, they were until recently much less effective.

There is considerable activity among the tyre manufacturers in the matter of safety tubes. The Lifeguard double-chamber inner tube, which ensures slow deflation when the outer chamber is punctured, is now paralleled by a Dunlop inner tube called the Guardian. This also has two compartments,

an inner and an outer. The inner chamber is a two-ply rubber fabric so designed that it loses air very slowly to the outer tube when the latter is punctured, and the tyre takes some time to become flat. A puncture still results in a flat tyre, but it does not come with dangerous suddenness, perhaps when the car is travelling at high speed or is already in a tricky situation.

A slightly different idea is introduced at the Show by the North British Rubber company for their Air-Tite safety tube. The crown of this tube, when it

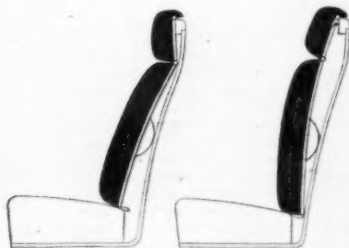
effects of pockets of trapped air between tube and outer cover when a tyre is inflated. This tube has raised parallel ridges on its outside, and any trapped air is free to pass round to the hole in the rim where the valve passes through, where further ridges allow it to escape to the atmosphere.

Among the many new tyres that are introduced, Michelin show their Super Comfort tyres in sizes suitable for the Ford Consul and Zephyr. On the Continental car stands some of the cars have the Michelin metallic insert tyres.

The seat cover manufacturers have these days, it seems, more beautiful and comfortable materials than ever, ranging from nylon to soft Scotch wools. Some of the patterns of the plastic weave materials are most attractive, but, so far as materials are concerned, the most interesting—one might almost say sensational—development is shown on the I.C.I. stand. The leathercloths that are used by so many car manufacturers have always been produced in various grained leather finishes. I.C.I. now have, as



Visitors examining a Glacier centrifugal filter, which is turning black and dirty oil into a golden stream.



A seat squab shown by Hallam, Sleight and Cheston. The squab tilts to a slope or comes upright automatically, in conformity with the posture adopted by the occupant. It pivots on the half-roll shown between squab and seat back.

is in normal service, is in a compressed condition so that it squeezes itself up, as it were, in the region of a nail or small sharp stone which has worked its way through the cover and punctured the tube. Here again, the tyre does become deflated, but the deflation is slow and there is a great reduction in danger. The Michelin company show a tough band which is fitted between the inner tube and tyre cover and can be relied on to arrest flints and nails which work their way through the cover. This does, of course, add to the weight of the tyre as a whole, but not to any undesirable extent. Another inner tube development is shown by the Dominion Rubber Co., Ltd. This does not concern the puncturing of a tube, but the bad

registered designs by an eminent artist, beautiful textile finishes for their heavy-duty Vynide leathercloths. These materials resemble in some cases Scotch tweeds, in others fine dress materials, and have the most delicate patterns and colour combinations. It will be extremely interesting to see to what extent they are taken up by the more style-conscious car manufacturers, and to see their effect in the interior of cars. At present, it must be admitted, the interiors of all cars have a great sameness. And in the car, as in clothes or furnishings, a patterned material does not show a dirty mark as a plain one does. There have previously been, of course, textile finished leathercloths, but these have resembled plain coloured linens.



FEMININE COURT

The London Show Through a Woman's Eyes : Finer Points Brought to Light

"SEE what'll happen when you bump a Belisha beacon," the young man said, and people smiled around him to indulge his humour, for Earls Court at Showtime is a friendly place. The sky was cold outside, and dead leaves blew along the pavements, but we were surrounded with flowers, bright lights and dance music, and were looking at the Austin Seven sliced in two as neatly as a chopped tomato.

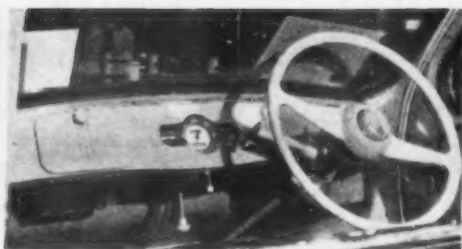
Having journeyed through the interiors of many British, American, French and Italian cars, I arrived at the Austin stand grateful to any door that had not swung back upon me unawares, as though it were alive upon its hinges. One forgets to open them to full width and take advantage of the check when fitted. Among others, the Packard and the baby Renault behaved kindly towards me; for the doors of the Packard, although they are huge and built out to follow the shape of the coachwork, balance well and require no tug of war to heave them shut. Of all the small cars, the Renault's doors were the most willing, for they opened right back at the lightest touch, and even allowed me to make a graceful entry and exit.

To sit in a variety of Continental and British cars within a few hours is something like paying a flying visit to each

By . . . CATHERINE STOKES

country. A soft cherry-coloured carpet cosseted the feet in the Morris Minor, and even the baby Austin had a carpeted floor, whereas its Continental counterparts were content with rubber. There is something about the small French car—the Dyna Panhard, for instance, with its neat brown cloth-upholstered interior—that seems to say, "I am light, cheap and *très petite*—so what?" In fact, the dark blue Dyna coupé, whose chic lines were not even disturbed by an external door handle, seemed to look at me so impudently that I almost laughed aloud. If, however, the small British car could talk—and I am sure no one wishes that it could—it might say that it was "inexpensive" but had nearly all the comforts of a larger car, for there is an almost suburban respectability about it that the French and Italian models are without.

Fastened above the front seats to the Dyna's roof, the holding net for maps and gloves is a useful thought, and also the elastic-topped door pockets; the double-sided driving mirror swings round from daylight position to an anti-dazzle side for use at night. Perhaps easier for a woman



The English and the French of it: (left) the fascia of the Morris Minor, with a wide shelf running beneath it and (right) that of the baby Renault saloon, with a lever on the steering column that operates the lights and horn.

driver to manage than the conservative hand brake that emerges from the floor is the pull-out handle on the Panhard's simple fascia. The bare and almost clawlike door handle on this car has a separate small lever lock that would, I hope, defeat the cleverest child's fingers.

It is usual now for the exterior of a door to follow the sweep of the wing, but often it is blocked flat on the inside for the sake of drop windows and appearance. However, on the Dyna and Renault no weight is gained and no interior space lost, for the insides of the doors follow the general shape of the wing. Looking unbelievably bright, the new cream-coloured Triumph sports car has a cockpit, fascia and passenger's grab rail covered in red leather, and the space within the doors is used for two deep cubby holes for driver and passenger, and similar cubby holes delve into the doors of the Triumph Mayflower.

A pale cream roof seemed to heighten the interior of the Morris Minor and to give an effect of light and airiness; in some other cars darkly covered roofs had pressed, metaphorically, upon my head, and, looking through the green-tinted anti-glare windows of one model, I saw the world suddenly like a wet week-end. The tiny interior lights in the Renault were a change from the strip illuminations that must, I think, have sailed the Atlantic to arrive in many British cars. Nearly all the instruments in the Renault are fanned around the steering column; the choke is a solitary control on the bare fascia. Covered with warm beige velour cloth, the neat interior smacked honestly of French thrift.

On seat coverings there are two opposing camps, and I would hesitate to cast a dogmatic vote for either; but, perhaps because they do not pretend to be something that they are not, I prefer to travel with cloth covers rather than with

the leatherette type. Certainly, in the Packard cars, the cloth covers woven in checks to match the two-colour coachwork looked attractive, with darker reinforced head-rest pieces, and cloth helps to prevent the passenger from slipping about on the bench-type seat when the car rounds a corner fast.

Indeed, women may now furnish the interiors of their cars with as much variety as they lavish upon the sitting-room. Pure wool Scotch tartans are shown by Karobes, Ltd. that would warm the chilliest ride. Regency Covers, Ltd. hand tailor heavy nylon covers in a whole range of colours, and at other stands in the galleries steering wheels are shown, both shapely and colourful.

Seats

Naturally, when one has been cushioned by the seats inside the capacious interiors of the luxury cars, the everyday car seems austere in comparison. One woman was bitterly disappointed that the seats in the Ford Consul were not so soft as those in the Humber Super Snipe, but the Vauxhall and Standard interiors certainly had the "feel" of much larger cars. There is a softness in the seat springing, and a muted good taste about a Standard that has the palest grey coachwork and seat coverings, relieved only by white steering wheel and white plastic fittings.

The extended rear window that allows for a wide parcel shelf behind the back seat seen in many cars at the Show is a useful but mixed blessing, for it is so easy to block out the rear window view altogether.

Inevitably at the Show, despite the technical brilliance of an engine or stripped chassis that has a woman's uncomprehending respect, it is the wind-swept shape of a car, the



With its hood attached to the windscreen with small clips, the Dyna Panhard sports coupe is a typically French exhibit.

FEMININE COURT

continued

beauty of colour, and many incidental things like ashtrays, horn buttons and the width of the luggage locker that grips the feminine attention.

It is difficult to write about colour, for it must be seen to be enjoyed, and one cannot adequately conjure up the dark luminous green of a Jowett Javelin, the smart pale beige of the Ford Consul with its scarlet interior, or the riot of colours that conflict with each other upon the bulks of a few American cars. There is the royal-purple Bristol that clashes with a pillar-box red car at blindingly close range.

One walked about for a few hours in a world where everything had been done to please. Tropical fish swam about in a tank on the Dagenite battery stand in the galleries; a small girl looked longingly at the dolls around the international Hillman Minx and suddenly reached across the rail to grip one of them by the neck, until severely handled by her mother, who looked apprehensively this way and that after the incident.

I watched disembodied heads lighting themselves cigarettes reflected strangely in the tipped mirror under the stripped chassis of the Jowett; and the Aston Martin cars looked, to me, almost more Continental than the Alfa Romeos staring at them from opposing stands.

"Oh, what a beautiful racing car," a young woman said, gazing at the DB.2.

"No, dear, it's not a racing car," her husband told her, going hot about the ears; for when a woman has lived for a time with the delusion that any car with long daring lines, no rear seats, and whose occupants wear white helmets as they fly along the Brighton Road, must be a racing car, it is not easily shifted. In vain did he tell her that Le Mans is for sports cars, that Grand Prix races—then all the formulæ came into it, and he explained them all, one two and three, but trailed off at last, looking sorrowfully into the corner where the real racing cars stood.

"Well, but they all race, don't they?" she said, looking at the list of successes displayed behind the car. It was more of a statement than a question, and there the matter was left.

Another woman hurried about declaring that she couldn't spend more than a thousand pounds; every female with whom I spoke wanted four doors in her saloon car, however small it might be.

"What a waste of a good car," someone remarked, looking wistfully at the cream and scarlet Morris Minor that showed its engine through cut-away body work as brazenly as the lighted window of a room at night throws into the darkness its arm-chairs and wall-paper.

I had just been jacking up the Peugeot, an operation that required less effort than does the old-fashioned "cream maker." The action is the same, for the jack, which is fitted into a slot, levers the Peugeot up easily and, by the turn-



The organ type throttle pedal in the Packard is placed at a comfortable angle for the foot. Note the absence of a clutch pedal, as the car is fitted with automatic gear change.

ing of a small lever, allows the car to come down again amicably within a half-second. On the Peugeot, also, is a simple lighting lever that could be worked without taking the hand from the steering wheel. At one twist the wing lights are on; at another the head lamps, and the same lever has only to be pushed with one finger for dipping.

Especially useful for women drivers is the horn that can be sounded without having to take the hand from the rim of the steering wheel, and many cars have the inner horn ring that can be depressed by the thumb. Women with very young children in the car demand a safe lock, and I think a mother may drive with great peace of mind if the handle is locked by a separate trigger and does not rely upon the locking action of the actual handle.

The long rectangular throttle pedal in the Packard cars follows the natural angle of the foot, and a roller on the pedal, like a metal cotton reel, in the Alvis allows the foot to find a comfortable resting place. Also in the Alvis, the vizors swing on pivots and can be placed to prevent glare from the side windows as well as from the front, and there is a mirror on the passenger's side in the centre of the vizor.

Accessibility

For ease of access to the engine, the Dyna Panhard took the prize from its British counterparts. Hinged beneath the windscreen, the bonnet opens right back, and lays bare the engine upon its mounting and battery. Gradually the elaborate fascia is being deserted, especially in the smaller cars. Instruments appear around the steering column, as in the Ford Consul. The imitation crocodile fascia of an American car rightly shocked us all.

This year I had come to Earls Court with a slight uneasiness. I knew there would be the usual glitter, the flowers, the people; but supposing I felt I had seen it all before? How often does something, once fresh and unbelievably alive, turn stale upon old acquaintance, so that one has either to blame it for its insufficiency or oneself for being unable to enjoy it in the same way any more? It is a disappointing and saddening business, either way.

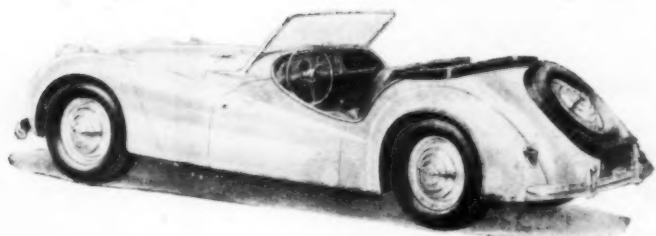
Visiting the Show before it was in full dress—when the massive Continental Bentley was being pushed about with no more ceremony than is accorded to the cattle in a market—and watching the heather on the Jaguar stand being tipped from earthenware pots, and harassed photographers shouting "just one moment please, just one moment," while they stood back, like anxious conjurers, over their time exposures, I was prepared for the glamour to be gone.

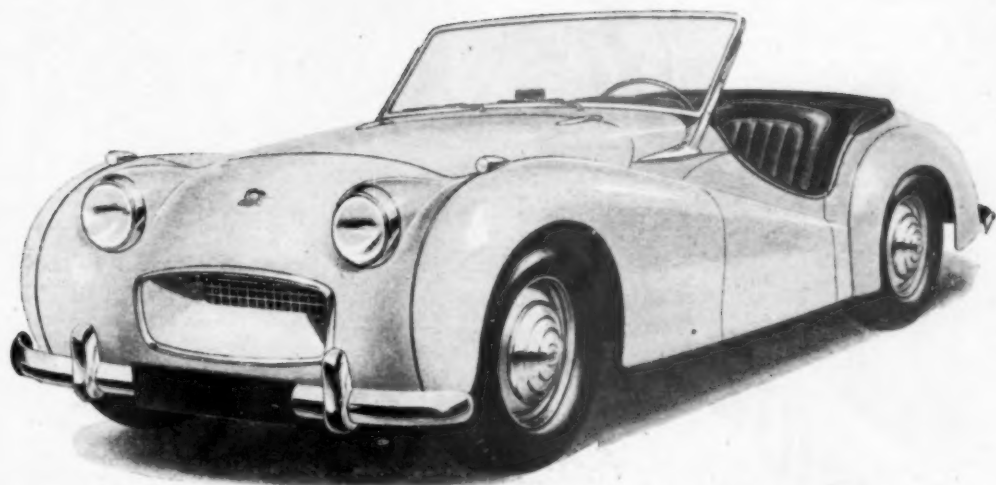
Neither I, however, nor the Show had changed, and my uneasiness soon left me. From the galleries I looked down upon a world of potential movement held ephemerally still, and there was yet something in the air—call it magic, if you wish.



The side jack of the Peugeot proved easy to manage.

The Triumph Sports Two-Seater





Stand 125

INTERNATIONAL MOTOR SHOW,

EARLS COURT (OCT. 22 — NOV. 1)

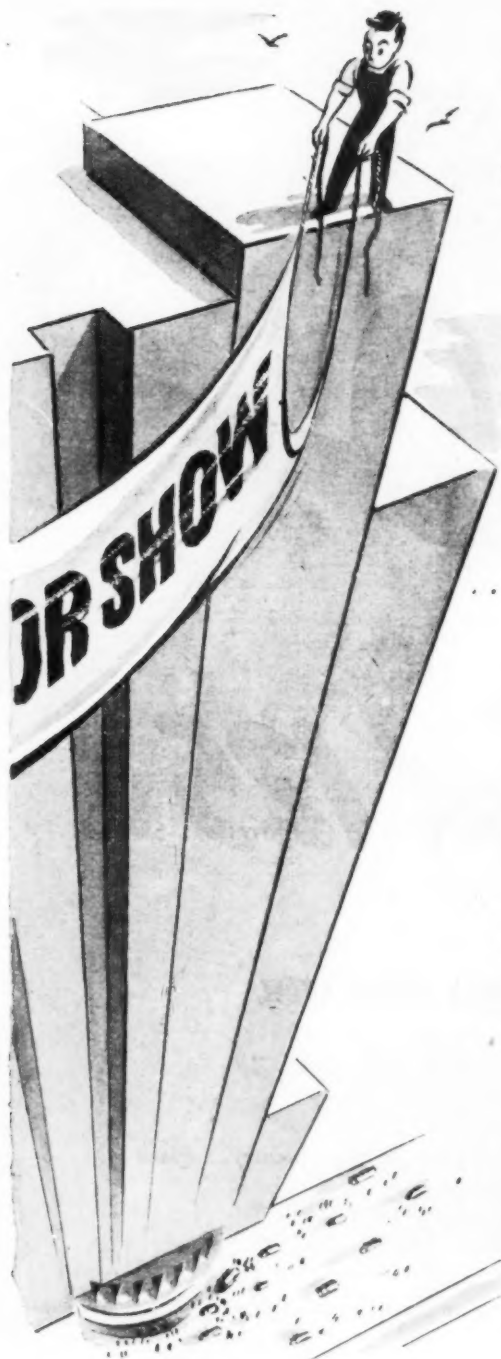
The Triumph Motor Company (1945) Ltd., Coventry, England

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A sensible tea-party was carried on behind John Bull on the John Bull Rubber company's stand in the galleries.

The Show's evening visitors were now crowding into the hall. Attendants dusted their exhibits to keep them shining, and the banks of massed flowers were almost paled by the brilliance of the coachwork. On the Vauxhall stand, ten people at once tried to get their heads inside a luggage locker, while others jumped about inside the car and made it rock upon its suspension like a ship in a rough sea. Illuminated from beneath, the special display Vauxhall shone blue as it turned gently upon its circular dais.

With the dust still on its wings, the beige record-breaking Jaguar had not been dressed in Show finish, but crouched upon a raised bank as though it were still at speed on the Montlhéry track. Slowly, silently, the Jaguar 3½-litre engine lifted its pistons up and down, up and down, with a promise of tremendous speed captured within its movements which made one wish for a long fast stretch of deserted road with the light of the head lamps streaming forward into the night.

People passing the Dodge stand hardly stopped to look at the four cars standing upon it, for a tiny fountain played into a pool of water where bubbles floated and go'dish curved gracefully about among the water plants. A small boy, overcome with generosity, had to be stopped from feeding them with pieces of biscuit from his coat pocket.



From morning until late evening, a crowd always presses around the display Morris Minor. Lord Alexander, who opened the Show this year, watches the car turn slowly above a circular mirror.

The new Humber Super Snipe stands proudly upon rucked scarlet velvet, surrounded by a square of frosted white glass lighted silver from beneath. Crowds of men with intent faces slapped at the framework of stripped chassis. The Rover chassis is finished in grey, red and black paint, and we could change its gear, and watch the shining teeth slide into position.

Their faces reflected in the circular mirror beneath the revolving Morris Minor, a press of people appeared to be almost hypnotized by the car. From one side it looks like a complete car, with pale cream coachwork and red interior, but the other side has been cut away—"very draughty," someone said—to show the slowly rotating engine, gear box, suspension, even the inside of the luggage locker and interior seat springing. Each cut edge is painted scarlet.

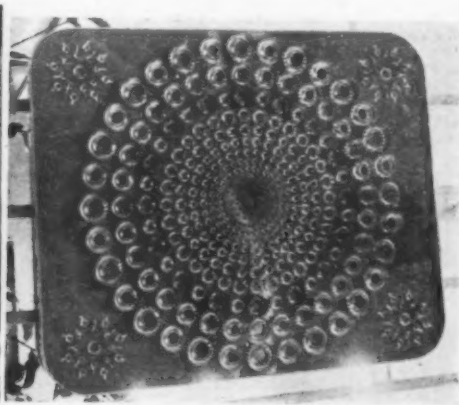
Dolls dressed in the national costume of every country that imports Hillman Minx cars surround the display model, which stands upon a glass floor on which the continents were pale blue upon a darker blue sea. A Spanish doll wears black lace and carries red roses; another has a frilled flame-coloured skirt and balances a basket of oranges on her head, and the athletic Swiss doll, reflected in the wheel hub, holds her skis. One side of the coachwork is transparent, and the slow-motion engine and gears, lighted with luminous paint, glint like some creatures at the bed of an ocean.

Small boys ran about from one car to another; a queue of women waited to get into the Renault and baby Austin cars, and many were delighted with the tiny lever on the Dyna Panhard that extends from the steering column and when turned operates the lights and when pressed sounds the horn.

A tiny model of a green Consul went miraculously through a cycle of movements to demonstrate its efficiency, and as each move was performed a circle beneath was lit and told us which of the five Ford efficiency "stars" we were now witnessing. The bonnet opened, the wheels lifted up and down to show the front suspension, and when pounds, shillings and pence were shown in a circle beneath, the car was suddenly dazzled by two spotlights.

With arc lights above it and a coloured mirror beneath, hedged about with pink flowers and white heather, the stripped chassis of the Riley hangs near the racing cars tucked away in a corner. Yet another car revolves—the Simca Aronde, with completely transparent coachwork, showing its engine in slow action.

When I left the Show, it seemed like an enchanted city governed proudly by mechanical gods reflecting their beauty in a vast mirrored hall—magnificent creatures that glittered and gleamed the achievement of fifty urgent years.



Guess what! A design on the Ross Courtney stand made with terminal ends.

TRENDS AND DEVELOPMENTS ARE
DISCUSSED IN A REVIEW OF
MODELS AT THE LONDON SHOW

CARAVAN



COMMENTARY

Left: Ample roof lockers, a gate-leg loose table and attractive interior sprung mattresses are all included in the Willerby Standard. Above: Efficient elegance is the keynote of the interior layout of the Carlight Colonial Mark V. This view is from the front looking towards the rear end-kitchen.

By JOHN YOXALL

UNDOUBTEDLY the first thing that strikes a visitor to the caravan section at Earls Court is the much-improved workmanship in the medium and cheap ranges of vans. The higher-priced caravans have always shown ample evidence of pride of workmanship, but even these are at the top of their form. Comfort there is in plenty—in the magnificent Winchesters, for example, the berths are mattressed by eight-inch Dunlopillo, and even the tiny Thomson Carron at £185 has six-inch interior-sprung mattresses.

Refrigerators begin to be quoted as an extra, but some of the manufacturers are taking the trouble to make tests to see if commercial refrigerators will stand up to mobile conditions. Carlight Trailers, for instance, in their Colonial V, have had an Astral refrigerator on trial for some six weeks, taking very careful readings under varying conditions. In this connection it is interesting to look inside the Car Trailers Countess Special, which is designed especially for the Continental market. On the starboard side—the near side in France or the off side (right) in Britain—is a roomy ice box. This is a provision that will be made

much of abroad, because, whereas British vans as vans are the envy of all Continental caravanners, a van without an ice-box is unthinkable. The idea would be a good one for this country.

Windows generally are larger, and only in the vans built down to a minimum price are they wooden framed. Wooden frames, properly made, are quite satisfactory, but they do not give that air of smartness attained by the polished metal variety. Roof lights seem not to have received the attention they deserve; in fact, some vans have none at all—giving a very shut-in effect. Stable doors, also, are not quite as much in evidence as they should be—especially in the smaller vans with the hotplate next to the door. In these vans, if the door is opened the gas blows out, and if the door is shut the van fills up with "cooking." The lantern roof, a selling point for many years, is to be seen on but very few vans at Earls Court. Most of the vans that retain them are distinctly in the quality class, but, pleasant as they are, they tend to look just a trifle old-fashioned against the more austere modern ovoid styling.

The time-honoured opening-out wardrobe door to divide the van into

separate bedrooms is at last no longer universal practice. In at least two examples a tapestry curtain has been fitted to perform the same task. Besides saving considerable weight—and finger pinching—this arrangement gives the designer more scope in the placing of the main pieces of furniture, enabling him to solve problems of comfort and weight distribution. Another tendency much to be commended is the return to the practice of supplying crockery as a standard fitment and also the provision of proper storage places so that the china does not have to be packed every time a move is contemplated.

A matter not for congratulation is the complete absence of any improvement in chassis design. In most cases the overrun brakes are operated by ever-stretching cables, and spring dampers, torsion bars and straight leaf springs are still unheard of. Only a small minority of the vans have side lamps fitted, and there are cases where not even a rear light is provided. Some models that are generous in the provision of lights have household 5-ampère plugs as connectors between the towing vehicle and the van; the first stone that flies up breaks them.

In a walk round the Show to see the new caravans and the changes to the established models there is much to be seen. On the Alpers stand is the Sprite Mark 2 and the Sprite Major Mark 2. The long and fast journeys of Mr. S. Alper in Europe and round the Mediterranean disposes immediately of any possible criticism of the Sprite's towing characteristics. This is interesting when one remembers that Alpers fit coil springs to their chassis. The 1953 Sprite has been increased in both length and width, to 12ft and 6ft 8in respectively. Its ex-works weight is 14 cwt. The extra width allows for a small bookcase to be fitted on the left-side wall of the dinette. The van appears very roomy for its size, in spite of a 6ft double berth in the front. Another double or two singles and a possible fifth berth are provided at the rear.

The Sprite Major Mark 2, now weighing 18½ cwt ex-works, has been lengthened by 9in to 16ft. Overall width is 7ft 3in, with an interior dimension of 6ft 8in. The end kitchen has a full cooker with a sink unit alongside. As it is at the moment, the raising of the sink cover blots out the rear window almost entirely, but it is intended to alter this feature.

Luxury Class

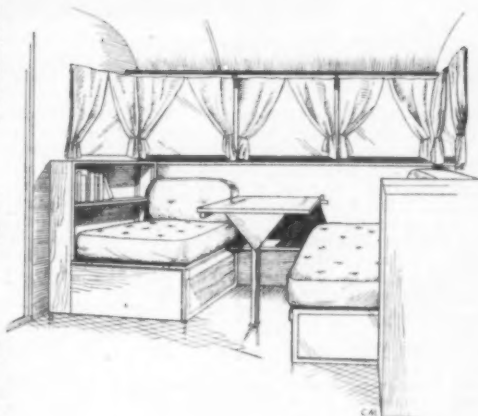
Bertram Hutchings are showing their famous range of Winchester models. In caravans of such quality it is impossible to alter very much unless complete remodelling is decided upon. The 21ft Royal has had the settees quilted at the back to make things even more cosy, and the kitchen units are now all topped with decorative laminate. The toilet compartment includes both a rubber bath and a shower, and a small hearth has been fitted in front of the stove to protect the carpet from ashes. The 18ft Royal is a two-berth luxury dual-purpose residential or touring van. It is 6in longer than last year's model, and doors are now fitted to shut off the end kitchen. For the owner who wants Winchester quality in a smaller size there is the 14ft two-berth. This is identical with last year's model and, like its bigger brothers, has the characteristic front bay window, which has been slightly restyled with more flowing curves.

Two other quality vans are those exhibited by Burlingham—the 22ft Windermere four-berth residential van and the 18ft 6in Langdale, which is a dual-purpose living or holiday van. Both of these vans have high quality furniture with 6in Latex mattresses. The leaded light windows in metal frames lend an air of homeliness with the necessary touch of modernity. These are both very fine caravans. The Langdale is eminently suitable for the big-car owner who wishes to remain mobile.

New, and at the same time old, on the Car Trailers stand is the County Tent-Trailer. This was first produced in the 1920s, but has been out of pro-



The caravan manufacturer's art of getting a quart into a pint pot is exemplified in the new Eccles Coronation, which is on show with a side wall removed.

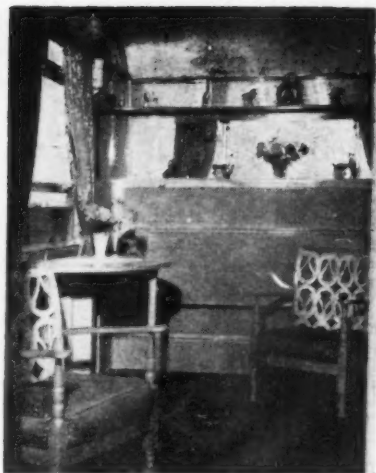


The characteristic five-pane front window has been preserved in the 1953 Alperson Sprite Mark 2.

The stable door and full-width front bay window have much improved the appearance of the Ensor Light Four.



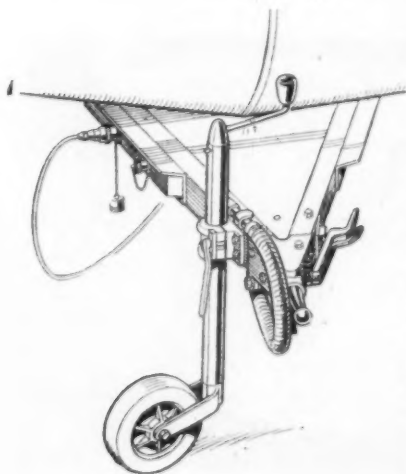
A corner of the Fairholme Silver Lounge, showing the bed in its day and night positions. The deep windows with top opening lights give ample light and air with no draught.



CARAVAN COMMENTARY . . . continued

duction since the beginning of the war. It is not, in fact, a caravan, but it is a very comfortable two-berth trailer which, weighing only 5½cwt, can be towed comfortably by a car of 8 h.p. according to the old-style rating. It would be much improved by providing some cooking arrangement, however simple, but doubtless this will be attended to shortly. In addition to the Tent-Trailer on this stand there are two examples of the established 14ft Countess, reference to which has already been made.

The worm-gear jockey wheel, independent brake connection and electric pick-up points on the tow pole of the Carlight Colonial V.



The standard Countess for the home market has an ex-works weight of approximately 19½cwt, and the Special is 23cwt. For the extra 3½cwt one gets—in addition to the aforementioned ice-box—a 10-gallon water tank under the floor with a foot pump to raise the water to header tank level, and a Naxol heater which runs off the butane gas supply. There are also five berths.

Again this year Carlight Trailers show two examples of their Colonial Mark V van. Here again changes have been very slight. The cooker has been moved to the left side from the position it held last year, stop and tail lights have been added, and the dark framing of the furniture, which was a distinctive feature of all Carlights, has now disappeared.

Plastic Crockery

Cheltenham, one of the oldest constructors in the caravan business, have both new vans and improved old ones on show. The 17ft 7in Eland is lengthened by 2in, and the kitchen is now divided off by a door from the rest of the van. The wardrobe has been increased in width and shelves provided down the side. Plastic crockery bearing the Cheltenham mark of three concentric Cs are provided. This ware is of a new material which does not taste or become rough with usage. It is to be a standard feature of all Cheltenham

models, as is also the fitting of jockey wheels. The Antelope is scarcely altered, but the popular little Gazelle is now fitted with a rear locker, the lower half of the bookcase is now a fitted china cabinet, and the left-side cupboard, which used to hold a full-size gas cylinder, is now two drawers with room underneath for a dumpy cylinder.

Cheltenham's new model is the Bison, a 15ft 4in van with an ex-works weight of 17cwt. It is of typical Cheltenham ovoid styling, looking somewhat like a grown-up Antelope. The interior is in limed oak and, as will be seen by the Show visitor, has a very attractive layout. It is unusual to see a van of this size with a single panelled roof.

Coventry Steel Caravans has become to some extent a misnomer, for, whereas they are still producing a number of metal-walled vans, all those at Earls Court are in resin-bonded wood. Original in conception, as are all Coventry Steel vans, the new 12ft Tickford Knight and the Newport Knight (22ft) are of great interest. The latter is obviously a living van, but the Tickford weighs only just over 15cwt in a completely furnished state. Both are sold at a basic price with many extras as required by the buyer. The quality of the woodwork is superb.

Eccles, the long-established Birmingham manufacturers, have in addition to the well-known Alert, two new models—the New Imperial and the Coronation. The New Imperial is of the residential style with solid fuel stove and oven cooker. A glazed metal stable door and fine big windows make the van a very light one and, as in all Eccles vans, there is plenty of locker space. In the 12ft Coronation, Eccles have got down to an all-up weight of 1cwt per foot. The layout is that of a centre kitchen with double-berth dinette in the front and two superimposed single bunks at the

rear. There are no electric lights, but the two gas lights fitted are very conveniently placed.

Ensor's new model, called the Home, is a three-room layout for a residential van, but it has no features such as the folding kitchen in the Wrekin. This is a marvel of collapsibility. Quite a big roomy kitchen with full cooker folds down flat to the side of the van. The Ensor Light Four has been much improved by the fitting of a full-width bay window in the front.

In their Silver Lounge, Fairholme have managed to combine quality and low price in a most commendable manner. The double-depth windows are so designed that the occupants can comfortably look out while remaining seated, and the lounge has preserved a combined air of comfort and elegance. Their other model, the folding Wanderer, is at the other end of the size scale, but has a very complete specification for the man with a small towing car. A good feature of all the folding joints is that they are fitted with full-length piano hinges, which obviate any tendency for joints to warp. It is doubtless the attention to such details that keeps the price up to £240.

The Jubilee Dragonfly Queen, of some 22ft length, is another good-quality van which the motorist might like to have on a permanent site at the seaside or in the country. It has one of the few lantern roofs and is of the three-room style.

Cheap and Practical

Northampton Caravans have discontinued the tiny two-berth model introduced last year, but have, in its place, the Glider Series VI 10ft 6in four-berth touring van. For its size and price, £285, this has a good specification and should appeal to the small-car owner with two children. Slightly larger is the Glider Series VI five-berth tourer, which is roughly to the same specification, but has a double-berth dinette in front and a pull-out double-berth at the rear, over which a single bunk makes up the fifth bed. The third Northampton product on show is the Glider Flyte Series V four-berth de luxe. This remains a dual-purpose living or touring van weighing roughly 19 cwt as delivered.

With other people showing their new ultra-lights, it is a pity that Paladin could not find room for their little Pixy. As it is, they are showing two of their Wisdoms interconnected by a verandah to form one living unit. The standard new Wisdom is a useful and reasonably priced van for the mobile caravanner, a fact that may not be apparent at Earls Court.

On Pascall's stand is the new Pilot Panther PV, which closely follows its predecessor, the Pegasus, in that it is a very high-class product. The front has been altered to form a slight bow, which takes away any suggestion of a box-like outline, and internally a writing desk has been added. Double folding framed-glass doors lead to the

kitchen, the tiled walls of which give an especially clean appearance. The lounge of the Panther is particularly handsome. This is another of the vans in which crockery is now included.

On the Raven stand the motorist will be most interested in the Castle and the Mignon. The Castle as shown is a study in pink—a colour not to everyone's taste—but inside there is much to be commended. There is a minimum of folding gadgets, and even the partition is of curtaining. The Mignon, tried favourite of the small-car owner, is unchanged.

Two new vans, the Moonbeam and Moonray, together with the Sunray, are displayed on the Rollalong stand. On all of these there is a touch of modernity in the use of contemporary David Whitehead fabrics. The Sunray is much the same as it was last year, but a new feature is the armrests which, if required, can be unfolded to become stools. These are also fitted in the new touring vans and, with the loose table, form a useful set to use for outside meals in the appropriate weather. Quite an exclusive Rollalong feature is the fitting of coloured blinds to all windows in such a way that they can be fitted externally as sun blinds—a great help in keeping a van cool during a heat wave. The new angled base line of the Moonbeam and Moonray will not be to everyone's taste. The manufacturers say that much weight is saved, and that is an obvious advantage.

The Rainbow in all its attractiveness again appears almost unchanged on the Siddall stand. It is, however, 4in longer at 15ft 11in. The extra length has allowed some slight rearrangement of furniture to alter the down-load on the tow bar, which is now 120 lb. Ex-works weight is approximately one ton. The new Sundial bears all the marks of Siddall quality. It has a large table, a separate hand bowl, a

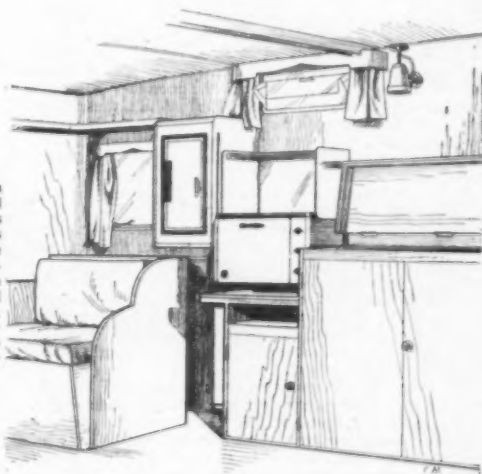
full cooker, and a toilet—all in 14ft.

The sole representatives from Scotland, Thomsons, are showing no fewer than four vans. The Thomson Almond, weighing 17 cwt, remains its efficient self and is to all intents and purposes unchanged. In the mobile-cum-living class they have the new Annan, a very straightforward 17ft model of 11 cwt, which is extremely roomy for its size. Quite new for the small car owner is the little 9ft two-berth Carron. For the price, £185, the specification is good. The exterior is panelled in aluminium, a Brockhouse coupling is fitted and the wheels are 4.75 by 16in. A novelty is the three-legged support which takes the place of the more usual four-corner jacks. There is ample headroom.

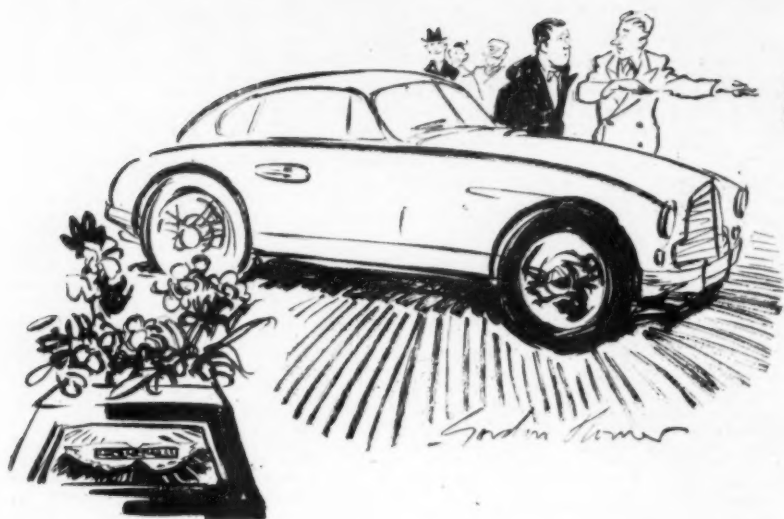
Of their nine models, Willerby have on show the 22ft Home, the Standard 15ft 6in four-berth and the 12ft 6in Junior Mark II, a test of which appeared in *The Autocar* of October 3, 1952. It has always been the aim of Willerbys to give their customers much caravan for little money, and a look round their stand gives one an understanding of the measure of their success. The layouts in all cases are commendably simple; there is an absence of folding gadgets, but tasteful coverings give all the vans a cheerful and homely appearance.

Only one chassis manufacturer is showing this year, Dixon-Bate. On their stand is displayed a 40 cwt caravan chassis and a selection of their well-known towing brackets designed for many of the popular cars. These are delivered with all the fittings and bolts necessary to enable the bar to be fitted.

To sum up the caravan section of the Show, it is safe to say that a higher standard than ever has been reached. The seller's market having faded somewhat, values have increased to tempt hesitant buyers.



Kitchen layout in the Coventry Steel Tickford de luxe is not orthodox but is convenient. The wall cabinet performs the dual role of cool cupboard and water tank. The side and rear walls are hollow to form the water container.



"... proportion and shape the slab so that it had good form and line and did not need chromium trimmings."

Keeping up Appearances

Written by MONTAGUE TOMBS

Illustrated by GORDON HORNER

FEARING to wound the susceptibilities of the "Noble Ed.," the writer has tried, but unsuccessfully, to avoid suggesting that the proper sub-title for this article is "Or the Corpse Walks Again"; which comes of reading too many thrillers now that the writer has become an elderly retired man, "late of *The Autocar*," as most of his readers probably know. Anyway, this does seem an excellent opportunity to offer his real thanks to the very many friends who have so kindly written to wish him a Happy Retirement. And he does want to say, too, that he hopes to be forgiven if a direct reply is overlong in coming. When one gives up the work of a lifetime, the amenity of office work which one misses most of all is the faithful secretary whom one has taken so long for granted. It is not until one has to get one's own telephone calls, find letter paper, write letters, find envelopes, find addresses, find stamps, and go out to post, that one realizes how well the secretary has stood between one and the hard ways of life! And if these heart-felt words should ring a responsive chord in the bosom of the reader, perhaps a secretary or two will be the richer for an extra kind word this day, or even a bunch of flowers. And now to business.

Well, once again the writer and the illustrator commenced their annual pilgrimage around the Show in search of their ideals in the matter of beauty in the outward appearance of cars. Owing to some curious permutations and correlations of customary misunderstandings and forgetfulness in matters of time and place, they actually met at the right place at the right time on the right day of the correct week. This shook them almost speechless on meeting, and it should rightly have been foretold in Old Moore's Almanack, or at least mentioned in their horoscopes in their respective Sunday papers.

But even this momentary embarrassment had its value, because it gave the writer time to take in the general effect of the Show as a spectacle, and to reflect that a great and welcome change has gradually come about in the presentation of the exhibits, so that the atmosphere is beginning to catch up with the never-to-be-forgotten style of the old

Shows at Olympia; the gilded lavatorium effect of the first Earls Court Motor Shows has vanished. This year the Show begins to present something of the effect of a well-contrived stage setting, with some richness of background colouring, and attraction of lighting. The banners over the stands, blue names on a white surface within a soft red frame edged with gold, show up well against the deep-blue of the gold-edged dressing of the galleries overhead, and that in turn stands out from the mustard colour of the high walls, panelled out by strong red and gold verticals. Seen from the galleries, the spectacle is good, and is relieved by the pools of fluorescent light from beneath some of the special exhibits. The place is thronged with people, whose conversation from a distance builds up into a steady rushing sound rather like a great body of water cascading over a weir, and through this scene the pair wended a studied way, with glance intent to see the objects of their searching.

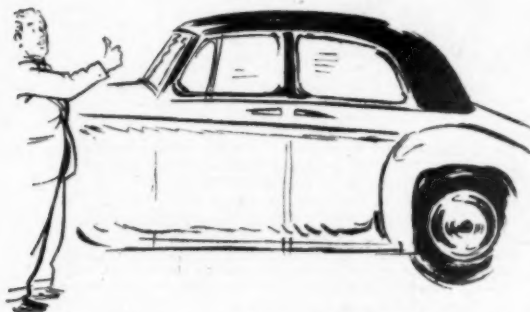
Attempt of Tail to Wag Dog

Before the illustrator could get really busy at telling the writer exactly how this article should be written, which is a little wheeze he tries on in order to get away with a series of sketches which he wants to do whether they are suitable or not, and which has to be firmly squashed at the start although it shows praiseworthy eagerness to make the job as easy as he can for himself, the writer was able to distract his mind by telling him that he had emerged from his retirement and gone into training in order to tackle this Earls Court foray.

The training was necessary to regain that tip-toe degree of awareness, which is needed from a member of *The Autocar* staff. It took the form of a journey round all the tool shops in Coventry and Birmingham, on days or at hours when—for safety—they were closed—and it ended up with a visit to the Machine Tool Exhibition at Olympia, where the writer honestly looked over every single stand in every part of that vast building of galleries. Unfortunately, that visit proved a bit of a catastrophe, because it made the



"Some of the examples were thought to be fanciful, ungraceful, jagged and absurd."



"... good form and line ..."

writer go home and kick the small machine tools which he owns for being out of date, and it was days before they would work for him again.

Well, while this dissertation was in progress the pair studied the stands in careful rotation, and objects of lesser art and uneasy virtue had begun to intrude themselves into the field of view. And the illustrator started to say that he felt that the appearance of cars was getting steadily worse instead of better, for the lines were even less, instead of more, in harmony. Then he rambled off into his pet, though not without merit, subject of the slab-sided car versus the flying bomb wing treatment. He said that a door which has to follow a whole lot of curves down its opening division is apt to look bad when new, and awful when old, because any continuous curves that are passing more or less horizontally along the door surface always become disjointed and jagged at the points of cleavage.

For that reason alone the slab-sided car is better than the other treatment, but in his opinion the older fashioned plain door panel, with relatively small wings formed separately, was not only a better-looking job but also much more practical, since it is much easier and quicker to repair. On the other hand he had to admit that the older fashion looks old fashioned, and that a slab-sided car is extremely difficult to make to look graceful and not heavy.

That led the writer to draw attention, not that it needed drawing, to the increasing use of chromium-plated strips along the side of the body about halfway up the mass. Some of the examples were thought to be fanciful, ungraceful, jagged and absurd. One car had something like a flattened coach horn extending from the head lamp all the way along the side of the slab. Quite obviously, these flashes are intended to distract the eye away from the ugly bulk of the slab, which may be good styling but demerit bad artistry. Good artistry would proportion and shape the slab so that it had good form and line and did not need chromium trimmings, but it seems that such artistry is momentarily beyond the skill of the body designers.

Deprecation of the Destructive Critic

That led the writer to remark that one must not be too critical, especially unless one was able to make constructive suggestion for improvement. From which started a discussion on the soundness of one's own outlook, whether it might be old fashioned or just biased, the point being that both dislike the look of the average modern car and both might be wrong or out of date or something. The difference between the mental outlook of the pair is that one draws things and seldom makes them, and the other makes things and usually is in too much of a hurry to draw them first.

The writer, the last mentioned, refuses to admit that his outlook on shapes is old fashioned, although he is aged, because he is continuously practising modest branches of the art of making things look agreeable to the eye; and good taste improves with lengthening experience. It is necessary to try to maintain an open mind, and to remember that an appearance seen in a Show is a Show appearance with all the distractions of scattered lights and scattered reflections. So what may look impressive in a Show can easily be plain vulgarity when seen on the open road, whereas a car that looks a bit of a ragged robin in Show surroundings may also have attention-arresting vitality when seen going into a corner at speed on the road. And, of course, the appearance of a car may blend into, or quarrel with, the aspect of the country or terrain where it is used.

The modern car is continuing to pass through a phase of inartistry, and at present it tends to become more flamboyant and vulgar every year. Within this Show one could not find one single new design of closed car which could be regarded as breath-taking in beauty or in originality. There is all the difference between artistic design and

"... may look impressive in a Show."

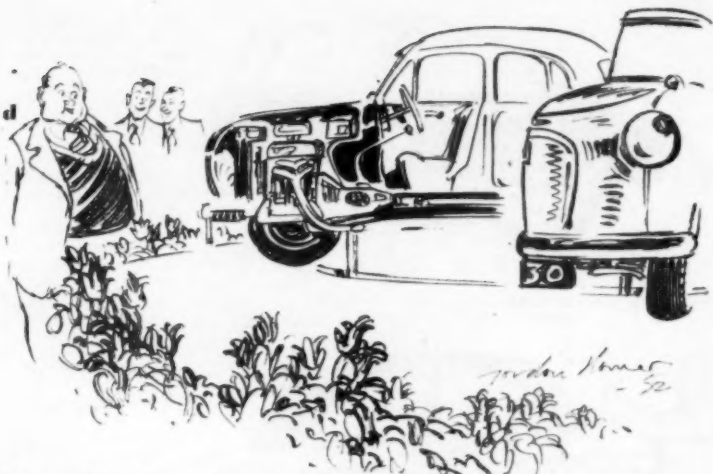


Keeping up

Appearances

. continued

"... attention-arresting ..."



styling. Artistic design needs very little so-called styling. Styling is largely a method of distracting the eye from inharmonious shapes. To give point to this it can be remarked truly that very few women can actually design a costume or dress, but many women are extremely good at styling themselves.

Consignment of Wings (and Wheels) to Perdition

While this discussion, or was it diatribe, was in session, the pilgrims had reached the place where little racing cars were staged. Oh, said the illustrator, now we come to something attractive. Do you realize, he asked, that half the trouble in making a car look good is because it has to have mud wings? Racing cars don't have them, so you can get a slender, graceful body shape unimpaired by excrescences. The trouble with normal cars is that the proportioning of the masses in relation to the necessary wheels has been made exceedingly awkward by the position of the engine and body space well forward, consonant with engineering ideals of weight distribution and suspension. To avoid unsightly overhangs the wings or slab sides are being designed partly to conceal the position of the road wheels.

To this the writer replied that the nub of the matter was being reached. Probably the trouble with current inartistic appearance is from change not having gone far enough yet. A change from pre-war appearance having been made inevitable by engineering development, it is more than probable that a vehicle with a smooth harmonious entity, such as is possessed by a modern aircraft or a ship or boat of almost any age, will not emerge until designers have found a way to conceal all four of the wheels of the vehicle almost entirely from view, without, incidentally, making accessibility worse. And that mean: all sorts of detachable panels, both for accessibility and for easy repair, since such a car would be very vulnerable to road damage unless bumpered all round.

To all this the illustrator replied that maybe it was

quite right, but all the same he himself, and there must be many like him, rather hungered for a car which was purely practical and conceded nothing whatsoever to appearance beyond that it looked what it was, entirely useful. He wanted a good chassis with all the modern refinements, and on the top of that a more or less plain box with lots of window area, which he could himself furnish as a variable seater, a caravan, a Continental touring home from home or anything else he fancied. He would like to be able to buy from a choice of body interior kit as and when he fancied. He was not going to look at his vehicle, but look out of it at the world. He never wanted to wash it and he would like to leave it outdoors any time he felt that way.

Well, said the writer as his last words, even that may come your way one day.

"... breath-taking in beauty or in originality."



NEWS and VIEWS

More Home Cars

NEWS of a greater allocation of cars for the home market was given by the Minister of Supply, Mr. Duncan Sandys, in the House of Commons earlier this week. He said that steel was more plentiful and the allocation to the motor industry would therefore be increased. Also, the Government recognized that the export target might be difficult to achieve.

Austin-Healey Agreement

FROM the moment it was revealed to the public on the opening day of the London Show the new Healey Hundred with the Austin A.90 engine enjoyed such a success that it was obvious that the manufacturing resources of the Healey factory would have great difficulty in meeting the flood of orders. Two days later, it was therefore announced that an agreement had been reached between Donald Healey and Mr. L. P. Lord, head of the Austin company, whereby Austin will collaborate in the production of the new sports car.

The name will be changed to the Austin-Healey Hundred, and one of the first steps will presumably be to sanction the considerable expenditure necessary to provide tools for quantity production of the steel panels required for the graceful bodywork of the new car. It is announced that the car will be sold through the Austin organization. Production will be stepped up to several thousands a year.

AT that great conclave, the Society of Motor Manufacturers and Traders' annual eve of London Show dinner, although it is traditional for the guest of honour to be a member of the Government and for the President of the Society to make his public survey of the industry in relation to current world economics, no especially significant statements are usually expected. The occasion is rather one to bring together a great assemblage of over 1,000 leaders and executives from among the manufacturing industry itself and the retail trade. This year's President, Mr. Henry Spurrier, managing director of Leyland Motors, Ltd., started his speech, one that must be an ordeal to any man, at a moderate tempo. He got into his stride later, and acquitted himself well on this Golden Jubilee occasion.

Some of his principal points are commented upon in the Editorial on page 1415. His reference to the need for a reorganized road system was strong, and with it he coupled the comment that if the home market were freed to a greater extent the current road system would become lethal. He stressed the vital need to stop ever-rising costs by industry, Government and unions getting together.

As this year's guest of honour the Rt. Hon. Duncan Sandys, Minister of Supply, replied to the President's toast of the guests. Present on Mr. Spurrier's left hand was Mr. Geoffrey Lloyd, Minister of Fuel and Power. Mr. Sandys spoke for a considerable time with a Parliamentary manner of delivery which could be admired. No one would expect him to be able on such an occasion to make promises binding the Government. His

CAR DRIVING AS AN ART

SKILL, chivalry, experience, humour and an unbounded enthusiasm are qualities that always emerge from the writings of S. C. H. Davis, who for many years was Sports Editor of *The Autocar*. In his latest book, *Car Driving as an Art*, his readers will rapidly be lured out of the mere black-and-white expanses of print and will be led, irresistibly, into the very seats of a car. From then on there are highly entertaining journeys in store, with "Sammy" Davis talking, explaining, encouraging, and all the time dispensing invaluable driving lore and roadcraft.

There is, however, no preaching, no lecturing; the reader feels that he or she is engaged in friendly conversation with a man who, as an all-round motorist with vast experience on the road, on the race track, and in motoring journalism, can have few peers, if any.

Car Driving as an Art will be read with profit by the novice and the experienced motorist alike. It is a book that tells not only how to handle the controls, in other words how to drive, but also how to imbue that driving with safety, road sense and skill. As the title suggests, driving a car is indeed an art, and, as this theme is developed, "Sammy's" enthusiasm and chivalry really bubble over.

Here the word "chivalry" is used deliberately; for there is about "Sammy's" driving a knight-errant quality that is expressed in his writing. Always he thinks of other road users, and yet an imp of ad-

venture travels with him. On opening the book, the reader immediately begins to share the spirit of "Sammy's" leadership. A sentence near the end perhaps sums things up: "No man who really wants to drive a car as his ancestors of old drove horse vehicles can escape the inevitable bonds that tradition calls good manners."

Published for *The Autocar* by Liffle and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, this new book by S. C. H. Davis has 188 pages and costs 10s 6d (postage 5d). There are 60 illustrations, which include photographs and drawings. An appendix, complete with diagrams, discusses the causes of 29 accidents that have actually occurred.

Among the contents are instructions on gear changing, and chapters on driving in traffic, rain and fog, and on snow and ice.

Riley Brakes

BOTH Riley models are fitted with Girling brakes and not Lockheed, as was stated in *The Autocar* of October 17.

Indicators

THE Minister of Transport is "inclined to favour" the institution of the flashing type of traffic indicator as an optional alternative to the semaphore type. He is, however, awaiting further technical information before making a decision.

Celebrating the Show

congratulations to the industry upon the volume of export business achieved had the ring of sincerity. As to the future, he quoted the President's request, though not from his speech on this occasion, for the removal of purchase tax and petrol tax, and the reduction of income tax by half-a-crown. Little as one is entitled to attach weight to even ministerial statements on such occasions, it was at least noticeable that Mr. Sandys did not dismiss these demands in part or in whole as being altogether beyond consideration.

In an always remarkably difficult position, at the end of a lengthy proceedings, Sir Miles Thomas in his vote of thanks to Mr. Spurrier, added to his reputation for versatility and wit, on lines admirably suited to the purpose, and notably enlivened a company tending to be soporific by the time he stood up.

Showtime has as usual brought many gatherings of people in the industry, trade and sporting world. One of the largest gatherings was that held by the Daimler company at the Mayfair Hotel, London, attended by some 400 people.

An outstanding occasion, as last year, was the Car Division of the Bristol company's party, on Monday last. Among the guests were the Duke of Richmond and the Earl Howe.

A large gathering—of more than 400—celebrated the Show under the auspices of Willerby Caravans and Montrose Caravan Distributors. Among the guests was Mr. W. J. Riley, whose work in the caravan section of the S.M.M.T. was referred to during the evening.

Tradition was maintained when the Riley M.C. held its annual dinner and dance at the Park Lane Hotel. Mr.

Victor Riley was again present, and once more Mr. S. Gordon Marshall made a scintillating after-dinner speech.

An 8-litre Bentley of 1931 vintage and the 1952 Continental sports saloon were the guests of honour at the Bentley D.C. dinner at the Dorchester. This occasion marked the 21st anniversary of the end of the old Bentley company.

The Dorchester was also the venue for the Sunbeam-Talbot O.C. annual dinner and dance. As usual, it was a most enjoyable affair, marked by its informality. Following the usual rule, there were no speeches, so that after dinner the guests and members could renew as many acquaintanceships as possible.

An appeal to raise £400,000 for a nursing home for the aged, to complement the home at Lynwood, was made at the annual function of the Fellowship of the Motor Industry. . . . Body builders predominated at the Triplex party. . . . Mr. L. P. Lord's speech was of an importance reaching far from the Austin gathering. . . . Exide went in for a good lunch. . . . Singer had a fine party. . . .

Show Attendance

RENEWED interest in cars, as a result, partly, of greater availability, is shown in the attendance figures for the Show. These were available as this issue of *The Autocar* closed for press; the final figures will be published next week.

	1952	1951	1950
Wednesday	23,560	15,675	12,561
Thursday	30,363	20,000	17,764
Friday	35,404	26,852	21,594
Saturday	78,059	64,652	71,765
Monday	44,071	36,676	49,608
	221,077	171,066	207,542

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

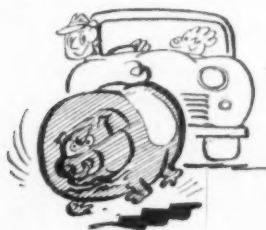
After the Ball

YES thank you, this Scribe enjoyed himself at the annual Motor Ball on Show opening night, and so, by his reasonably unclouded observation, did a few hundred others in the Great Room at Grosvenor House, to which the ball moved this year. "BEN'S" country home for the elderly at Lynwood, near Ascot, will benefit once again as a result of the evening's junketing, and there is no more deserving cause. Curiously enough, my route at twenty to three the following morning lay in Lynwood's direction, straight from the sophisticated elegance of Park Lane, and the dance music of Sidney Lipton's band, to the woods and meadows of Sunninghill, in which Lynwood is cradled. It was a violent night, and the gale had brought down with a rush the autumn leaves from the trees on the route. But they had stuck to the very wet surface of the road, and when we went along no traffic had disturbed them; the car ran over a path of every colour between primrose yellow and brown-bronze, and flame, ochre and red. The lights picked them up against the jet black of the wet tarmac and gave us a unique experience. "Really," said Mrs. Scribe, "it is like a Disney film. I shall be quite surprised if we do not catch up with Bambi in a minute." I pointed out to her that the car could not reasonably be called a fairy coach, even allowing for my penchant for 18th-century interiors, and that she had forfeited her right to any Cinderella title by installing a slow combustion stove which avoided the necessity of grovelling in the ashes every morning. Moreover, at half-past three this driver can in no sense be mistaken for Prince Charming.

♦ ♦ ♦

Road Pig

IF you have ever found yourself held up in a lane by a stray pig, you will appreciate the justice of the expression "road hog." A hen, after darting to and fro, will in the end take to the hedge. A cow will dither in so stately a way that it is in the end possible



Grunts of alarm.

to squeeze by, and anyway she, like the docile horse, is used to cars. But a pig seems to have but one idea. Wobbling, lurching and uttering grunts of alarm, it keeps to the middle of the lane and endeavours to outdistance your car at 3 m.p.h. A consolation is that a pig in full flight, seen from the south aspect, is a diverting spectacle.

♦ ♦ ♦

Bumps

MODERN cars seem to me to have a characteristic that I do not remember on older examples. Where there is a transverse "step" in the road surface—as at the end of a newly repaired section—a car with a modern suspension crosses it with a distinctly "solid" feel, as if the springing were stiffened by tight friction dampers and the tyres were too hard; yet normal bumps and potholes give the modern soft, plunging reaction. Where the change of level is along the line of the road, as between concrete sections, the tyres of modern cars seem to be reluctant to relinquish the one section for the other if the car is crossing at a fine angle. There is a little lurch as the wheels "catch up," as it were, with the body.

An explanation of the former may be that such a change of level, involving a vertical step, catches the wheel at such an angle that the wishbones of i.f.s. offer the maximum resistance to movement; telescopic spring dampers, too, are caught at an awkward angle. As regards the latter characteristic, I cannot suggest an answer. It has seemed to me that it is found more with torsion bar suspension than with other types, but a technically minded colleague pooh-poohs the notion and points out that coil springs are torsion bars, anyway. Well, yes, but . . .

♦ ♦ ♦

Parking

MOST of the time one tries to think well of one's fellow-motorists, but I find it increasingly hard to do so over parking. Unwise parking will always be with us, it seems, and it is not sufficiently hammered home to vehicle owners that, when they park, they are reducing the width of the road by about five feet, and that should be done with a sense of responsibility. Remember that a local authority or contractor who obstructs the roadway is obliged by law to take stringent precautions to avoid danger to road users.

However, there is also crass stupidity in parking, and two examples affected me during the course of one recent day. I followed two Ford Anglias through a narrow High Street that has a left-

turn right-angle at the end of it. In the wider street beyond the right-angle parking is permitted. The two Anglias rounded the bend, and simultaneously the drivers noticed that the last few yards of the street at the corner were free of parked vehicles. Both locked over, stopped at an angle of forty-five degrees to the kerb, and the drivers wagged hands out of their windows to tell following traffic to overtake them.

♦ ♦ ♦

In the Wrong

EVERYTHING was wrong about this: the stretch in which they sought to park was too near the corner to be safe; waving hands out of windows as an order to other drivers is not officially recognized (if anything, the signals meant that the drivers were turning left into the shop windows); those of us who were following were too close to clear the two Anglias (we had braked quite hard), and when we tackled the two drivers they said that they had "had" to turn in sharply as there was no space farther up the street; they were going to finish their parking after we had all cleared, regardless, one



Tackled the drivers.

supposes, of the further traffic that would come round the corner. They were, I am truly sorry to say, two housewives from the locality on their morning shopping, and they hadn't the faintest conception of their responsibilities as car drivers.

The evening example was a man. A main road leaves another at an angle. Round the corner is a pedestrian crossing, about two cars' length from the junction. In that space he thought fit to park after being brought to a stop by pedestrians on the crossing, which meant that he was a foot or two from the kerb with his radiator almost on the crossing. I brought him back to his car with a blast of an illegal horn (my car was stationary, for I had pulled up behind him at the pedestrian crossing), and he was quite cross at having to go on for fifty yards before making a proper job of it. The house at which he wanted to call was "by the pedestrian crossing." I ask you!



CORRESPONDENCE

Famous for its delightful old cottages and Ferry Inn, Bodinnick is connected to Fowey by this small though effective ferry across the Fowey River. There is, in fact, a first-class landing place, though it is not shown here; the man at the helm is relying on the stream to carry him down to it.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

UTILITY CARS

When is a Chattel Not a Chattel?

[64510].—In Bristol, on Thursday, October 9, an official watched the owner of an estate or utility car put in it some empty boxes which he was taking home to break up for firewood, and prosecuted the owner for not having the utility car licensed for the carriage of goods. As was pointed out in *The Autocar* Correspondence of November 7, 1947, the utility car was undoubtedly adapted or constructed for the carriage of goods, as is every motor car with a locker or a luggage rack, or even mere staples by which to strap things on the running board. But that does not demand a goods licence unless the car is used for goods. The official tried to base his case on the nature only of the car, but had ultimately to concede that the point was also whether goods were carried. He then admitted that he was not sure what "goods" were and the summons was dismissed.

All goods are chattels, and any vehicle adapted or constructed for the carriage of chattels is *ipso facto* adapted or constructed for the carriage of goods. But the carriage of a chattel cannot be the carriage of goods unless the chattel is carried as an act of business, trade or commerce. If the local store delivers a new washer for the kitchen tap in the manager's private car which has a locker, that is carriage of goods; but if the householder, or a member of his family or household, or his guest or his friend, goes and collects the washer in the estate or utility car, that is

not the carriage of goods; nor is it the carriage of goods if, at the same time, the opportunity is taken to collect the new gas cooker or other heavy and bulky article—because those acts are acts of private life.

Apparently our troubles will end on January 1, 1953, if our cars weigh 12cwt or more unladen (progress in car design must always be hindered), because then officialdom will be instructed that the chattels must be carried for hire or reward or for a trade or a business. But it is as well to be clear in the meantime, and disabled people carrying chattels in their invalid carriages will still want arguments in 1953: the new instructions will not legally settle the "goods" question and misapplied ingenuity could still raise it.

London, S.W.1.

L.E.N.

OVER-MECHANIZATION

Too Many Responsibilities Taken from the Driver

[64511].—I have read with misgiving an announcement by Mr. H. Spurrier, president of the S.M.M.T., that future cars may be fitted with an automatic head lamp dipping mechanism which operates when another vehicle approaches, thus apparently relieving drivers of the simple necessity of operating a switch.

I deplore this tendency to over-mechanize the vehicle on the grounds that such fittings add not only to initial cost and subsequent maintenance charges, but also to the increasing burden which may be placed on the limited service personnel available. Moreover it seems to me that if a person has the intelligence to be able to drive then he has the ability to move a switch as and when required.

I am reminded of another device which came in with a flourish and departed shortly afterwards. I refer to an automatic starting arrangement whereby the engine started when the ignition was turned on without recourse to the starter button.

CORRESPONDENCE

continued

The erratic actions and the resulting exasperations which attended this arrangement when it went wrong were the limit. Fortunately the prudent manufacturer provided a by-pass switch to cut it off.

I do not decry progress but I credit simplicity in accessories always. It may be this dipping device will appear a blessing in the abstract but an unnecessary nuisance in reality.

Cardiff.

F. H. H. BUNN.

SERVICING

Should Not be Entrusted to Unskilled Labour

[64512].—I wonder how many of your readers entrust their cars to garages for servicing every 1,000 miles or so? My experiences of professional servicing leave much to be desired.

Most service stations I have encountered seem to entrust this important operation to the least capable member of their staff. In fact it appears to be considered a somewhat unskilled operation.

In an attempt to get good, conscientious servicing, I have taken my car to many garages, but always the job leaves much to be desired. Some examples from my collection of experiences are as follows:—

Back axle drain plug lacerated so that no spanner would fit it again: rubber bushes on steering and dampers soaked in oil which had been liberally sprayed on: chassis nipples greased but no attempt made to wipe them clean first: grease left hanging in lumps on inner walls of tyres: back axle filled too full—resulting in no brakes: interior of distributor soaked in oil, points and all: inaccessible chassis nipples not greased at all.

Only one grease seems ever to be used; this is supposed to suffice for universal joints, hubs, brake cable conduits and so on, although the handbook takes pains to point out that special greases are necessary.

The only conclusion I am left with is that if you want your servicing jobs done conscientiously, you must do it yourself, although it seems a pity that a routine job of this nature cannot be entrusted to a service station with the knowledge that it will be competently done.

I should be grateful if anyone could explain why this apparent carelessness persists in the greasing bays.

Devonport, Devonshire.

DISILLUSIONED.

REGARDLESS OF EXPENSE

A Discriminating Owner's Exacting Requirements

[64513].—May I most heartily endorse the excellent letter from Mr. G. H. Lanchester [64447] and follow it up with an account of what I, personally, seek in a modern car?

The first thing I do is to look at a car and see if its shape appeals to me. I put appearance in outline before performance, since the former, if it fails to attract, may well be very difficult indeed to modify in order to please my personal taste. Assuming that I am considering a closed car, I look for a body shape akin to that of the large pre-war M.G., the Jaguar up to 1949, or the pre-war Rolls-Royce Continental saloon or Bentley, although internally I think that the latter was far too cramped at the back.

I want a four-door saloon with the front doors hinged at their rear edges, so as to simplify ease of entry and exit; a sun-shine roof; a side profile of the body or running board which in plan does not recede within a line drawn from the outside edge of the front wing, over the hub, to the outside edge of the rear wing or its equivalent, over the hub; bumpers which are not curved over horizontally at their upper or lower edges and which are without horizontal aprons, so that if the bumpers get slightly bumped in, the wings or body do not get prematurely dented; a flat rear window, and a flat windscreen that will open fully for driving in fog or for ventilation purposes (flat, because, if broken by a flying stone, replacements are much more easily effected); seating within the wheelbase, and the rear seats not lower than the front seats; two separate front seats, each individually adjustable both forwards and backwards, up and down; a telescopic steering column; a full width wooden fascia panel with a comprehensive array of round-faced instruments, including a revolution counter, spaced well out so that the passenger as well as the driver can see them; an overriding hand control for the ignition, mounted on the steering wheel so that, particularly when afflicted with low grade fuel, requirements can be anticipated, with a corresponding reduction in knocking; a hand control for dipping the head lights, mounted on the steering wheel, so that, if required, it can be operated

at the same time as the clutch; positive left-hand gear and brake levers; a rear window blind operated from the driving seat, and tools and a spare wheel that are accessible without having to unload the luggage locker, the lid of which must be hinged at its lower edge.

The body should be finished in polychromatic gunmetal cellulose, which is admirable for not showing dust and which can be wiped down quickly with an oily rag, without washing, and even if coated with dry mud. Underneath parts must be properly painted and not merely be coated with a black primer.

Wheels must be quickly and easily detachable, with centre-lock fixing, and wire spokes for resiliency, lightness and ventilation of the brake drums. (My wife has not the strength in her wrists to use a small brace, whereas she can clout off a centre-locking hub cap without much difficulty.) Wheels must also be fully visible, including the whole of the outer sides of the tyres.

There must be a reasonably quick and efficient jacking system which does not in any way reduce the ground clearance.

The turning circle should not be more than 38ft 6in on either lock; the car should not pitch or "see-saw" on the straight, nor roll or "go down" on corners; that is, when reasonably driven; and a set of new tyres should last for over 20,000 miles without retreading.

There must be adequate facilities for cranking the engine by hand without detaching or disturbing any valances or front aprons; all tappets must be capable of correct adjustment in 40 minutes, and all engine fittings and components such as sparking plugs, oil pressure relief valve and oil filter must be readily accessible.

I want twin petrol pumps to obviate fuel starvation and twin S.U. carburetors to afford rapid jet resetting, for both varying altitudes or temperatures under any conditions.

The engine should be of around 2½-litre capacity, giving an acceleration through at least four forward speeds of 0-50 m.p.h. in not more than 11 seconds, and a speed of at least 90 m.p.h. in top gear. The petrol consumption should not be less than 20 m.p.g.

My present car conforms to the whole of this desiderata. It is a 1947 2½-litre Jaguar, but with what shall I replace it when that sad day at length arrives? It is no earthly use for a manufacturer to expect me to take something which he may consider to be good enough for me, but which may be far removed from my requirements.

As a motorist I feel that my needs are both practical and reasonable; but if the market is going to be scornful, I have two courses: one, is to get somebody to build or adapt such a car for me, and the other is to do such work myself.

London, W.C.1.

R. BUCKNALL.

ALL NIGHT

Information Contained in R.A.C. Handbook

[64514].—With reference to the letter [64485] from Mr. J. H. P. Spurway, published in *The Autocar* of October 17, I must point out that in both the 1951 and 1952 editions of the *R.A.C. Guide and Handbook* the directory entry for Peamore Garages, Ltd., Alington, Exeter, includes the abbreviation "N," which stands for "Also open at night."

London, S.W.1.

A. W. PHILLIPS, General Manager,
Royal Automobile Club.

HAZARDS

Dazzling Street Lights and Unfilled Trenches

[64515].—I was greatly interested to read the letter [64481] from Mr. P. W. S. White about the sodium lighting with special reflectors at Camberley on A30. I find myself completely in agreement with the proposition that if the source of light is shielded it enormously improves the value of the lighting. Unfortunately the overwhelming majority of street lighting systems conflict with this principle, and the result is that all too often motorists are compelled to use their head lamps. Part of the fault seems to lie in the fact that so many of these systems seem to be satisfactory to someone standing still, but afford inadequate illumination of the road when one is in motion in a vehicle.

Surely the essential feature of street lighting is to light the street and not to throw a blinding or dazzling light into the driver's eyes. For that reason it should be impossible at a distance to see the source of light, a principle which is followed in the siting of reading lamps in one's home. Unfortunately, many county surveyors seem to ignore this point and, in fact, all too often fit dazzling reflectors, particularly in the smaller country towns. A particularly unfortunate example of this type

You don't pay more
for India tyres but you
do **know** the **quality** is
there. Price for price—
India tyres are the safest
economy.

EVERYONE KNOWS!

INDIA

"The Finest Tyres Made"





Morris Minor completes
10,000 MILES
NON-STOP RELIABILITY TEST

At Goodwood, on Friday October 10th, a standard production Morris Minor, fitted with a new o.h.v. engine, and driven by six Nuffield Works drivers, successfully covered a distance of 10,000 miles during 10 days of **continuous driving**.

Throughout this strenuous reliability test, the car was refuelled from a specially designed mobile tender, with Esso fuel and Essolube motor oil.

(Subject to official confirmation)



ALSO USING ESSOLUBE MOTOR OIL

Exactly the same as you can buy from your local garage

CORRESPONDENCE

continued

is to be seen at Hawkhurst, in Kent, at the intersection of A229 and A268, where the mirrored reflectors, which have many separate facets, seem to serve the principal purpose of dazzling the oncoming motorist.

On the subject of road surfaces and repairs, I am aware of the country's financial situation, but surely more could be done to conserve the existing road surfaces from the attacks of the variety of authorities who seem to have the right to dig trenches and holes without the responsibility of refilling properly. In many instances trenches are dug all over the road and then the material is loosely put back, and sometimes further subsidiary trenches and holes are dug with the result that an excellent piece of road surface is reduced to a shambles. A fine current example of this is on B2160, through Matfield. Equally tiresome is when, after a major upheaval of this kind, a crazy permanent surface is put back and of an appallingly poor quality. An instance of this can be seen on A20 at Swanley on either side of the B258 crossing. The prize specimen hereabouts is on A20 opposite the Swanley London Transport garage, where the tarmac surface that has been put over one of the recent excavations resembles the waves of the sea rather than a proper road surface. I suggest, through you Sir, that it is time that the motoring organizations should protest most actively against this sort of thing as well as against incompetent road making.

As an example of the latter, on A20 south-east of the light control crossing of A227 a new surface has been laid which provides for all north-bound traffic a beautiful new surface but with a horrible reverse camber. Doubtless other readers could give many instances of so appalling a waste of money. An incorrectly laid surface must wear out more quickly, as well as providing danger for motorists.

London, E.14.

B. ENGERT.

COMMONWEALTH PROTECTION

Cost Does Not Fall on United Kingdom

[64516].—In your issue of September 12 you published a letter [64425] from "Observer" in which he remarks, *inter alia*: "The cost of protecting the Commonwealth falls largely on the United Kingdom, both in men and materials. There is no doubt in my mind that the U.K. resident, particularly the motorist, is getting a raw deal."

I have no doubt in my mind that any Canadian, New Zealander, Australian or South African would promptly challenge the above quotation. All members of the Commonwealth, to the best of my knowledge, are making by far the majority contribution to their own defence, Canada and Australia probably the entire contribution. In regard to South Africa the exception is a definite and much appreciated contribution from the Royal Navy, but here again South Africa is making strenuous efforts to build up her small Navy.

In Korea, South Africa maintains, equips and pays for a fighter squadron, which has distinguished itself for valour, skill and effective results. This contribution alone, per head of white population, is a bigger contribution than Britain makes in Korea. In the realm of Middle East defence, South Africa has, in addition, accepted a sizeable responsibility.

To top it all, South Africa is effecting payments to Britain in gold far in excess of what is due, in an effort to assist Britain's post-war recovery. The Chancellor of the Exchequer has expressed his appreciation of it more than once. And what about our uranium production, in which Britain will ultimately have a share?

"Observer," I feel, displays a signal lack of observation in his remarks. I notice that on landing he promptly purchased a Dodge station wagon. While approving his choice, I must ask whether he realizes that this means, in effect, that we are exchanging his soft English currency for dollars? Did we quibble about it? What real right has he to those dollars? It seems to me that it would have been more intelligent to have purchased an English car, assisted the export drive, and so assisted the British taxpayer and motorist in some small measure. That was his duty; if he failed in it he has no right to criticize.

Johannesburg, South Africa.

R. E. C.

"IN SEARCH OF SILENCE"

Insignificant Weight Increase Caused by Underseal

[64517].—I read in *The Autocar* of September 19, an excellent article headed "In Search of Silence."

While we appreciate reference being made to our product Underseal, the statement regarding the increased weight is

misleading. For your information, the increase in weight brought about by the application of Underseal varies from 35 to 50 lb, according to the size of the car, and this when the recommendation of $\frac{1}{2}$ in thick when wet ($\frac{1}{8}$ in dry) has been correctly made.

The author was concerned in limiting only the extent of panel coating to which the car owner may go. However, we would add that Underseal at present is mainly concerned with the road underbody of the car, and in respect of marked corrosion susceptibility, perhaps, more than drumming and rattle. Here the additional weight imparted to the car is in the region of only 30-45 lb, depending on car size. As underbody coating against corrosion is recommended for the newer type of car, this gain in weight is offset by the lower gauge metal used at present in car manufacture.

Finally, we would say that the normal deadener pad and adhesive set-up frequently employed nowadays on roof, side panel and luggage compartments compares almost exactly in weight with a $\frac{1}{2}$ in dry coating of Underseal. Consequently, should the question of Underseal arise as an alternative to this particular application, the argument regarding the additional weight is not tenable.

Birmingham, 8.

A. REYNARD,
Minnesota Mining and
Manufacturing Co., Ltd.

INDEX MARKS

Appropriately Lettered M.G. Registrations

[64518].—In letter [64432] Mr. Angus McDermid refers to the constant reappearance of the registration letters MG. I should like to refer to registration letters UMG and enquire whether these letters have ever been seen on any car other than fairly recent M.G.s, supplied through the London distributors for that make, whose name, as most people know, has the initial letter U.

The frequency with which this combination appears in the London area suggests that this is not coincidence and it would, I am sure, prove interesting to readers to know how it is arranged.

As the fortunate owner of UMG 424 (a 1½-litre saloon), I should like to congratulate whoever is responsible for providing so many of these most attractive cars with such appropriate labels.

Harrow, Middlesex.

H. G. FOXON.



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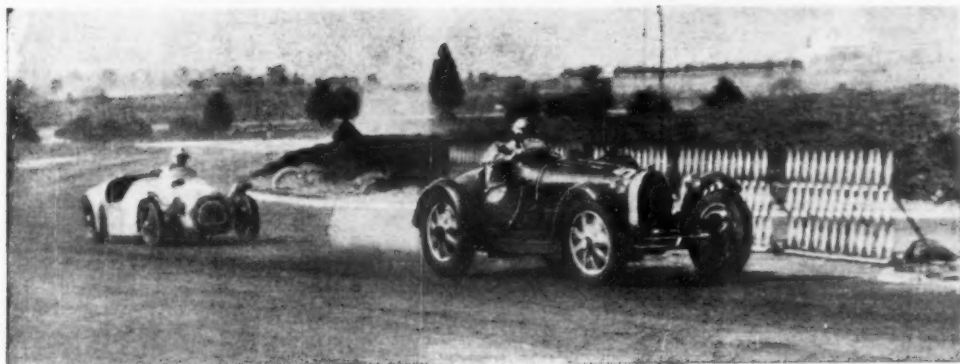
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To delight the Bugatti enthusiast; Roberto Mieres, in his supercharged 2.3-litre, leads from Caamano's fast Simca in the recent Buenos Aires sports car race.

THE SPORT

by J. A. COOPER

THE future of the much-discussed B.R.M. is now settled, as a result of an extraordinary general meeting of the parent trust which took place in London last week. The assets of B.R.M., Ltd., for which six offers had been received, were purchased by Rubery, Owen and Co., Ltd., well-known manufacturers of automobile components, whose chairman, A. G. B. Owen, was formerly chairman of B.R.M., Ltd.

The new owners do not intend to enter the field of racing car manufacture, nor do they intend to race cars themselves, but they may design and develop a new engine to comply with the requirements of the revised formula 1 for Grand Prix racing. Raymond Mays and Peter Berthon will be associated with Rubery, Owen and Co., Ltd. in this new venture. The firm may allow the present B.R.M. cars, which will retain this name, to be raced by some unspecified person in the few remaining events for which they will be eligible during the next racing season.

So that is that; the end of a project, of which nobody ever questioned the excellence of the idea, but the faults of which lay in the execution rather than the conception. In accordance with the terms of the sale, any future activities in this field by the purchasers will not be allowed to bear the name of B.R.M., so there should be none of the misconceptions as to its possible national status such as those which plagued the original project. It is announced that no publicity will be afforded to any new activity until the engine, or whatever it may be, is developed and ready for racing; this, too, is a move in the right direction, for much harm was done in the early years of the B.R.M. by ill-advised and premature publicity.

THE R.A.C. has rescinded its ban on the use of retreaded or remoulded tyres in speed events, on the following conditions: they may be used only on sports and touring cars in races, hill-climbs or other speed events of not more than one hour's duration, and in cases where the cars in question are not expected to exceed 100 m.p.h.; and they must have been processed by the original manufacturers

or by firms which are members of the Retread Manufacturers Association, and bear the identifying mark of the processor. This ruling will come into force immediately, and will be reviewed at the end of 1953. The ban on the use of tyres of this kind on racing cars still remains in force, and, naturally, the condition of all tyres is still subject to the approval of the official scrutineers at any speed event.

This remission will be welcomed by all those who run vintage cars in the small club events, for the cost of a set of new tyres for something like a Bentley has been absolutely prohibitive for most impecunious enthusiasts in recent years.

MORE Monthéry activity; an unsupercharged 750 c.c. Renault, with a special streamlined Antem-built body designed by Vernet and Pairard, recently set up eight international class H records, driven in turn by Landon, Pairard, Vernet and Fretet. The records (subject to official confirmation) are: 3 hours (104.05 m.p.h.), 500 kilometres (104.05 m.p.h.), 500 miles (103.39 m.p.h.), 6 hours (103.83 m.p.h.), 1,000 kilometres (103.84 m.p.h.), 1,000 miles (103.88 m.p.h.), 12 hours (103.82 m.p.h.) and 2,000 kilometres (103.81 m.p.h.). A very good and consistent run, and indicative of the speeds that the small unblown cars are attaining nowadays.

DURING last weekend the second Inter-Varsity Rally took place, organized this year by the Leeds University Union M.C., and aided by the universities of Cambridge, Birmingham and Newcastle. These were responsible for the three starting points, from which competitors converged on a central check at Guiseley, in Yorkshire. From there a common route was followed in the Lake District and Yorkshire, which finished at Scarborough. The course, of over 500 miles, was well chosen, and of the 65 starters, 12 finished without loss of points.

One of the more exhilarating moments was the sight of Hard Knott Pass at about four in the morning littered with little illuminated and very stationary patches

of steam. On arrival at Scarborough, competitors found themselves faced with three driving tests, involving chicanes, reversing and braking.

RESULTS

Premier Award (Team): Scudetto Mancuniana—Morgan (D. Howard), Morgan (J. H. Ray), M.C. 2A (T. A. Charlton). Class winners: up to 1,100 c.c.: Austin (P. Riley), 1,201 to 2,000 c.c.: M.G. (J. D. Scott). Over 2,000 c.c.: Morgan (D. Howard). 71 entries; 6 non-starters; 26 non-finishers.

LAST Saturday the Harrow Car Club organized the Cotingham Memorial Trophy Trial, a B.T.D.A. Star and R.A.C. Trials Championship qualifying event, which attracted an entry of 27 cars. The trial was in two halves, with a total of 16 observed sections. Most of the tests were of the hill-climb variety, and conditions were almost ideal, as the ground was soft owing to rain, but by no means slimy, so that the observed sections were genuine tests of skill. Of those before lunch, Buck Hill was the most difficult, the start itself being fairly steep, and about half-way up was a treacherously soft patch.

Only very few succeeded in this test.

COMING SHORTLY

OCTOBER 31.—Club's conference, R.A.C., Pall Mall, London, S.W.1.

31.—M.G.C.C. Annual dinner-dance, Hyde Park Hotel, London, S.W.1, 7.30 p.m.

NOVEMBER 1.—Scottish S.C.C. Anniversary Run, Autopark Garage, Milngavie, Dumfriesshire, Scotland, 2.15 p.m.

1-2.—Sheffield and Hallamshire M.C. High Peak Two-Day Sporting Trial, Rising Sun Hotel, Bamford, Derbyshire.

1-2.—United Hospitals and University of London M.C. Rosette Rally.

2.—R.A.C. Veteran car run, London to Brighton, Hyde Park, London, 8.30 a.m.

6.—Stockport M.C. Annual supper-dance and presentation of awards, Heaton Moor Reform Club, Heaton Moor Road, Stockport, Cheshire, 8 p.m.

7.—B.A.R.C. Annual dinner and dance, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.

7.—Lancashire A.C. Jubilee dinner and dance, Imperial Hotel, Blackpool.

8.—Cheltenham M.C. Cheltenham Trial, Court Farm, Littledean, Gloucestershire, 9.30 a.m.

9.—Cemian M.C. Knowland Trophy Trial, Royal Huts Hotel, Hindhead, Surrey, 10 a.m.

12-15.—M.C.C. Daily Express National Rally.

After lunch most of the tests were variants of the morning's observed sections, and on the whole were more interesting, though, surprisingly, most competitors now succeeded on Buck Hill.

The Cottingham Trophy, for the outright winner, went to T. C. Harrison, in his Harford Special, who put up a remarkably fine performance.

RESULTS

Cottingham Trophy: Harford Spl (T. C. Harrison).
C.L.J. Cup (best performance by member of invited club): Cotton III (R. F. Chapman).
Committee Cup (Harrow C.C. member): Appleton (J. H. Appleton).
First-class awards: Ford (J. Lumley); P.H.III (F. Harrison).
Second-class awards: A-Bassinet (A. D. Alldred).
Team award: J. Lumley, C.C.S. (C. Corbushley).
Harford (E. Harrison).

IN Argentina, the autodrome outside Buenos Aires was recently the scene of a 40-mile sports car race which provided keen competition. Collazo's Mercury-Allard led from the Le Mans start from Ibañez (Cadillac-Allard) and Bonomi (2.6-litre Ferrari), but the last-named soon took the lead, which he held for the remainder of the race. Collazo's gear box jammed in top, and his engine later blew up in a big way; Ibañez began to gain on the Ferrari, but first spun round and then broke a half-shaft. Roberto Mieres drove his supercharged 2.3-litre Bugatti with tremendous verve to pass Caamano's very fast Simca and take second place; Jose Millet was fourth in a Jaguar XK120 with some Type C modifications.

RESULT: race distance 26 laps of 1.52-mile circuit
1, Ferrari 2.502 (R. Bonomi), 37m 16.7s, 69.64 m.p.h.; 2, Bugatti 2.201 s (R. Mieres), 37m 43.5s;
3, Simca 1.400 (J. Caamano), 38m 5.7s; 4, Jaguar 5.424 (J. Millet), 34 laps; 5, Cadillac 1.009 ("Emart"), 24 laps.
Fastest lap: Allard 5.424 (J. Ibañez), 1m 24.6s, 69.41 m.p.h.

In the same country, a club for formula 3 enthusiasts has been established under the presidency of Ing. R. Martinez de Vedia; the response has been excellent, and (because of the difficulty of importing cars) a design of a 500 has been produced, to utilize the J.A.P. engine, Fiat suspension front and rear, and a patented extra-light differential. There is the suggestion that a 500 c.c. race should form a curtain-raiser to the Argentine G.P. on January 18, and about ten cars and drivers be attracted from Europe together with some spare cars for local drivers. This should be a pleasant trip for some lucky people!

CONGRATULATIONS to H. J. Morgan, the popular secretary of the B.A.R.C., and Miss F. L. Hayes on their marriage in London last Saturday. Mrs. Morgan will continue her work for the B.A.R.C. for the time being, and will continue to be known by her maiden name; this should avoid confusion, as well as displaying a praiseworthy independence of spirit!

AND more congratulations, this time to M. H. Morris-Goodall, who has just been appointed racing manager for the Jaguar firm. "Mort" is one of the most

popular people in the motor racing world, and has had a wealth of experience in racing, rallies and records. It is only recently that he came out of the army, in which he was the modern equivalent of the galloping major, and it is pleasant to be able to record that he has found a job after his own heart.

This new appointment has been made to permit "Lofty" England to devote his whole time to his activities as service manager. It does not, incidentally, mean an immediate extension of the Jaguar racing programme beyond its present level, or into any new field of activity.

At a pleasant party given by Shell-Mex last week, the Shell Film Unit film of the 1952 Le Mans 24-hour race received its first public showing. Now, there are a lot of motoring films; but if you can possibly get to see this one, or persuade your club secretary to borrow it for some winter evening, I strongly recommend you to do so, for it is the best motor racing film I have yet seen. Right from the start it captures the indefinable atmosphere of this, the most remarkable of all races; the typical loudspeaker music in the background, the excellent shots of the crowd at all hours of the day or night, the mist on the circuit in the morning, the drama of the closing stages and the tragedy of Levegh's twenty-third-hour retirement—all these are there, while the last shot of all, which I won't spoil for you by describing, is really effective film-making by any standards. The Shell people are heartily to be congratulated on having brought off a real winner.

THIS weekend, the Sheffield and Hallamshire M.C. holds its annual High Peak trial in the Buxton area. For the last few years, the M.C.C. has staged its Sporting Trial on the Saturday, and the High Peak has been held on the following day; but as the former event has been cancelled this year, the Sheffield club is stepping into the breach and making the High Peak a two-day affair. On each day, the proceedings will begin at 10 a.m. at the Rising Sun Hotel at Bamford, on the Sheffield-Macclesfield road, while there will be a dinner, dance and film show on the Saturday night.

On Sunday comes the annual Veteran Car Run from London to Brighton, the first car leaving Hyde Park at 8.30 a.m. This year there are 164 entrants, so the cavalcade will be longer than ever; no doubt, as usual, the route will be lined with spectators, and it should be a spectacle well worth watching. But, if you are spectating, please give the veterans as much room on the road as possible. Their brakes are often rudimentary, and they cannot be stopped, started or manoeuvred as readily as a modern car; so do your best to make their journey as easy as possible, and if possible park the car off the road somewhere and watch from a safe distance.

CLUB NEWS

Edinburgh University M.C.—Best performance by a car competitor in the night navigation rally (October 18-19), run for motor cycles also, was put up by R. McLaughlin, in an M.G. TC.

Cheltenham M.C.—The course of the Cheltenham trial (November 8) is in the Forest of Dean area, about 50 miles of it, and includes some interesting observed hills and special tests of a sporting character. In-

vised clubs: Bristol, Sutton Coldfield, London, Sheffield and Hallamshire, Harrow, Maidstone and Mid-Kent, Seven-Fifty, and R.A.C. Trials Championship entries. (Entries close November 3; W. Dembowski, Hayden Court, near Cheltenham.)

North Midland M.C.—Rain left the hills in the Hopkinson Cup Trial for standard cars (October 19), in a damp and difficult condition, which enlivened competition, and

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CLUB NEWS

continued

resulted in only one clean sheet, that of G. Baigent, M.G. TC. J. H. Thompson (M.G. TC) won the open car award, and T. C. Harrison (Ford Anglia) that for closed cars.

Liverpool M.C.—Although the organizers of the night rally on October 18-19 tried to plan a road section stiff enough to decide the final result—and although Jack and Peter Reece gave them valuable advice on this matter—four competitors still managed to scrape through to the finish without losing marks. Results were as follows: 1, Morris Minor s (B. B. Davies); 2, Morris Minor (G. L. Corlett); 3, M.G. TA (H. Jacoby); 4, H.R.G. 1,500 (C. L. Kinns).

Nottingham S.C.C.—Map-reading problems sent competitors all over the countryside of north Nottinghamshire on Sunday, October 19, and some, when they arrived at the finish 50 or more miles later, bore traces on their coachwork of a rough crossing. Only a few of the 28 starters managed to locate all the check points; winner was M. Andrews, driving a supercharged Hillman, who lost 16 points; runner-up: Ford (S. Asbury); 3, Hillman (M. Newbold).

Rhyl and D. M.C.—Number of retirements in the night navigation run on October 25, which led over minor roads in Denbighshire and Flintshire for 75 miles, was unexpectedly high, and even an hour and a half after the event was officially over there were frequent telephone calls from out of the way places, asking for directions home to Rhyl. Results: 1, Austin (A. Robinson); 2, Austin (R. McLellan); 3, Standard (J. E. Thomas).

Alvis O.C. (Northern Section).—Winner of the main road trial, which started and finished at Ilkley, Yorkshire, on October 19, was G. S. Sanders, driving a Lagonda; runner-up: Alvis (P. S. Greenwood).

Southsea M.C.—Ten miles of very sporting course and some tie-deciding tests will comprise the Inter-Club Team Trial and Hunt Trophy Trial, on Sunday, November 23. Longmoor testing grounds, Hampshire, will be used for the observed sections, starting from the Deers Hut Hotel, Longmoor, near Liphook, at 11 a.m. Any recognized motor club may enter one team or more, each team to consist of up to six competitors; the performances of the best three in each team will count towards the final result. (Entries close November 18; S. A. Faulkner, 113, London Road, Waterlooville, Hampshire.)

Hants and Berks M.C.—Winner of the California in England driving tests, held on

October 12 at this curiously named venue near Wokingham, in Berkshire, was W. J. Barlow, driving a Buckler; runner-up was Michael Hopkinson, also in a Buckler, and third, B. Watridge in the Peasmarch Special.

Wirral Hundred M.C.—The pocket-size, 880-cc. Rhydymwyn circuit between Denbigh and Mold lacks nothing for its compactness. Four straights, three bends and "the Esses" provide competitors with a run for their fuel, and the sprint meeting there on October 11 had a good entry and good weather. A new class record for racing cars over 1,500 c.c. and up to 1,500 c.c. was established by W. Goodwin, driving his E.R.A., in 1m 22.2s. and E. P. Scragg (Alta-Jaguar) equalled the sports car record in 1m 24.4s. Other class winners were: Sports, 1,500 c.c.: Porteous Spl (H. Porteous); racing, 500 c.c.: Cooper (M. C. Kearon).

M.C.C.—Tickets for the dinner-dance, Park Lane Hotel, Piccadilly, London, W.1, Friday, November 21, may be obtained from Major R. I. Mariani, O.B.E., 26, St. John's Wood Terrace, London, N.W.8 (6.30 for 7.15 p.m., evening dress).

B.M.W. Register.—On Friday, November 7, the inaugural "get-together" meeting for discussion, both general and of the club's plans, will be held at the Princes Head, 6, Storey's Gate, Westminster, London, S.W.1, starting 7 p.m. Any B.M.W. owner is invited to the meeting. (R. J. T. Hewitt, 5, St. Leonards Court, East Sheen, London, S.W.14.)

Lancashire A.C.—There is something so formidable about the marking of a 50-year passage of time that it makes one remember the preceding half-century under a golden light. Thus the Golden Jubilee dinner and dance, which celebrates the fiftieth anniversary of the foundation of the Lancashire Automobile Club, at the Imperial Hotel, Blackpool, on November 7, will be a distinguished occasion. Wilfrid Andrews, Chairman of the Royal Automobile Club, will give the principal toast. Dancing and a cabaret will follow the dinner. Tickets, at £1 5s each, are limited to 350. (J. Taylor, Country Bank Chambers, Blackburn, Lancashire.)

B.R.M. Association.—On November 19, at 7.30 p.m., the annual general meeting of the B.R.M.A. will take place at the Waldorf Hotel, Aldwych, London, W.C.2, when the various proposals from members for the possible continuance of the organization will be considered. A B.R.M. film will be shown after the meeting. Membership cards are necessary for admittance; refreshments are available.

IN BRIEF

The winners in all the five events of the international race meeting at Charterhall used Dunlop tyres.

A new car accessory showroom has been opened by Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7, opposite their main building.

An Austin service week was held recently by P. Pike and Co., Ltd., of Alphonson Street, Exeter. It was attended by Mr. C. H. Rowley, technical service manager of the Austin company, and 436 tests were completed by Austin personnel. Guests welcomed on opening day by Mr. J. Eddy, chairman and managing director, included Mr. Dudley Williams, M.P. for Exeter.

The Dragoman roof rack, manufactured by Watney Motor Accessories Co., Ltd., Blaby Trading Estate, Blaby, Leicester, is attached under the tops of the door

frames and not by clips under the roof gutter as was stated in *The Autocar* of October 24.

A Rootes Group Show and service week is being held by Binding and Payne, Ltd., at the Knightstone Garage, Weston-super-Mare, from November 10-15. A number of accessories will also be on show. This service week marks the firm's appointment as sole Rootes Group dealers in Weston-super-Mare.

Technicians in the motor industry will like to be reminded that the annual autumn conference of the Sheet and Strip Metal Users' Technical Association will be held at the Grand Hotel, Birmingham, on November 5, 6 and 7. The conference will be formally inaugurated by the Lord Mayor of Birmingham, Alderman W. T. Bowen, following the annual general meeting at 9.30 a.m. on Thursday, November 6. A number of works visits have been arranged in addition to five technical sessions at which various papers will be read.



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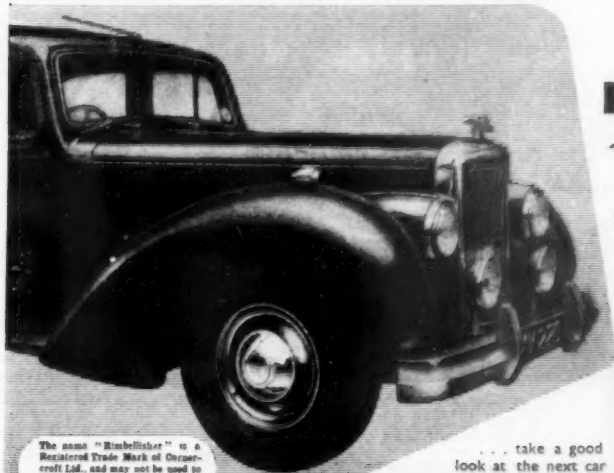
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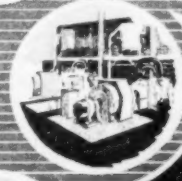


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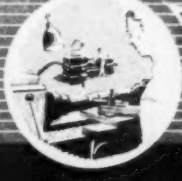


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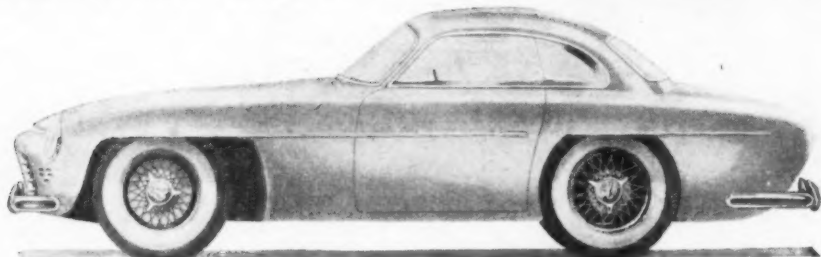
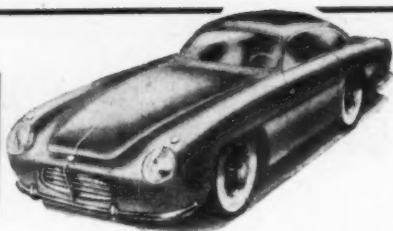
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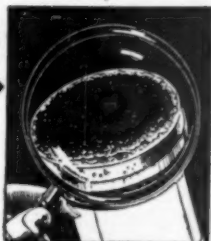
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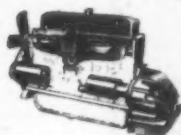
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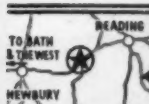
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1947 MORRIS 10 h.p. saloon de Luxe	£395
1947 FORD Prefect 10 h.p. saloon de Luxe, leather	£415
1947 AUSTIN 8 h.p. saloon de Luxe	£435
1940 ROVER 10 h.p. saloon de Luxe	£435
1939 FORD Prefect 10 h.p. saloon de Luxe, four door, reupholstered in Vynide	£325
1938 MORRIS 8 h.p. saloon de Luxe, second engine	£215
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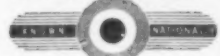
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1950 BENTLEY Mark VI Standard saloon, maroon and grey, 2,500 miles only	£3,600
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1950 HUMMER Hawk saloon, one owner, black	£635
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1947 MORRIS 10 saloon, black	£485
1951 ROVER 14 saloon	£850
1947 ROVER 14 saloon, black, beater	£775
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1947 MORRIS 8 saloon	£435
1947 LEA-FRANCIS 14 Utility	£385
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Date of first registration _____
Name _____
Address _____
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High grade used cars with guarantee

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1952 AUSTIN A.90 Saloon, heater, 500 miles.....	£1,295	●	1950 MORRIS 8 h.p. Tourer, 8,000 miles.....	£595
1951 AUSTIN A.90 Saloon, heater, 7,000 miles.....	£825	●	1947 MORRIS 8 h.p. Saloon, 20,000 miles.....	£455
1951 AUSTIN A.70 Countryman, 3,000 miles.....	£1,150	●	1950 MORRIS Oxford Saloon, heater, 17,000 miles.....	£735
1951 AUSTIN A.70 Stanhope Country Car, 7,000 miles.....	£895	●	1951 ROLLS-ROYCE Silver Wraith Park Ward 4-door Saloon, black with beige leather upholstery, in exceptional condition, passed manufacturers, 7,000 miles.....	£4,950
1950 AUSTIN 16 h.p. Hire Limousine 14,000 miles.....	£795	●	1951 ROLLS-ROYCE Silver Wraith H. J. Mulliner Touring Limousine, black with black leather to front and beige cloth to rear, passed manufacturers, 14,000 miles.....	£4,950
1951 AUSTIN A.40 Saloon, radio, heater, B.M.T.A. Con., 6,000 miles.....	£845	●	1951 STANDARD Estate Car, radio, 8,000 miles.....	£795
1947 AUSTIN 12 h.p. Saloon, 14,000 miles.....	£665	●	1951 SUNBEAM TALBOT "90" Saloon, 8,000 miles.....	£995
1951 HEALEY Sports Saloon, 14,000 miles.....	£1,195	●		

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

1927 A.C. A.C. coupe, extremely well preserved throughout. £250.—Carr Bros. 3550 Soho Sq. W.1. (1350)

XXX 1951 (March) A.C. 2-litre saloon, a superbly maintained car, fitted with radio, heater and push lamp, finished inside green with tan leather, outstanding performance, thoroughly recommended and offered with written guarantee by the sole A.C. distributors for London, Middlesex and Surrey at the attractive price of £1,150; terms, exchange.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012 (C2005)

1950 (March), one very careful and conscientious private owner, A.C. 4-seater sports model, fitted new black hood, tonneau cover and side screens, in best quality mohair, the appearance of this car is most accurately described as really beautiful, most attractively finished in deep colouring of royal blue and navy blue, fitted practically new tyres, the interior is upholstered and fully appointed in red real hide, the dash is comprehensively arranged and includes: large type revolution counter and speedometer, oil, petrol, thermometer and electric clock, etc., the total cost of this car was £2,100, the car is literally subliminal and is equal to new in every detail, the performance is really excellent, she will cruise at 75 to 80 and has a genuine maximum of 90mph with a petrol consumption of 25mpg, maximum of 60mpg with a petrol consumption of 25mpg, offered at the low figure of £775; terms, free delivery. **MALDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen 3557. (C3000)

A.C. Cars Wanted
XXX Cash immediately for good A.C.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (W2003)

REQUIRED immediately, good A.C. pre- or post-war.—G. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (W2000)

ALFA-ROMEIO
Chipped Motors Ltd.—See our advertisement under "Sports Cars." (C1046)

Alfa-Romeo Cars Wanted
BARTLEY, the Alfa-Romeo specialists—27a, Penbridge Villas, W.11. (W1015)

ROWLAND SMITH'S, the Alfa-Romeo buyers—Hamstead High St. (Hamstead Tubes), Ham. 6041 (C0118)

Alfa-Romeo Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Wytree 520. (0124 N)

ALFALD
HENLYS, Ltd., offer:

1950 Allard 4-seater sports saloon, black with brown high performance car, in excellent mechanical condition, with 5 good tyres, 7 days' free trial and guarantee; price £795; h.p. available; our latest price list available by return post—385, Euston Rd., London, N.W.1, Euston 4444. (S2095)

RICHARDS & CARR offer four Allards.

1949 drop heads; choice of two from £255.

TOURER 1948, special Mercury engine with American Edelbrock heads and manifold, twin carburettors, one owner, undoubtedly the fastest Allard tourer in C.R.; £345; 1950 competition 2-seater, red, low mileage.

J2 Kinnerton St., Wilton Place, London, S.W.1. (C0405)

35 Sloan 5424.

BROOKLANDS, Individually, new and used cars.

1952 Allard d.h. coupe, blue, blue leather.

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

6550 1951 J2 Competition 2-seater, Arden heads, de Dion rear axle, British racing green, 1500cc, extras, road, etc., new tyres, very fast and in excellent order.

BRIAN FINOLASH, Bugatti Sales and Service, 2, Penbridge Meadows, Baywater, W.11. Baywater 3361. After 6 Tube Hill 4755. (C3009)

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See your local dealer's announcement in the alphabetical Classified Directory of New Car Specialists who are at your service for spares, sales and service.

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SALES & WANTS

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ALLARD

£695—Allard saloon, July 1950, almost like new, radio and heater, 17,000 miles.
SWANMORE GARAGE 1176-1180 Christchurch Rd., Boscombe,ournemouth. Tel. Southbourne 1822 (C1040)

1949 (autumn) one owner drop head fourseater, 24,000 miles, unused for past 18 months, exactly as brand new, tyres unrun and apparently original set.—Speedsters, Ltd., Hoxley 628. (See Sports Car column.) (C4020)

Allard Cars Wanted

ALLARD in good condition for cash.—Tel. Valence 2098 or 4674. (C0444)

ROWLAND SMITH'S, the Allard buyers—Hamstead High St. (Hamstead Tubes), Ham. 6041. (W1015)

BARTLEY, the Allard buyers—27a, Penbridge Villas, W.11. (W1015)

1947 4-seater, reasonable condition; about £500.—Box 5412. (S2006)

RICHARDS & CARR, the best Allard buyers—9, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W2005)

ALVIS

SIMPSON'S (Edgware)
ALVIS 14hp, 1950, aerodynamic special Bonitos body, something extra in a drop head sports car as new. £695. (C0414)

SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware, Tel. 3966 and 7070. (C0414)

B. J. HUNTER, Ltd., offer—

1948 Alvis 14hp utility, very attractive low-built body; £775.

1948 Alvis drop head coupe; £725.

1939 Alvis 14 saloon, most attractive car; £490.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Cricklewood 6305. (C0206)

ALVIS cars!!! For immediate delivery.

1948 Alvis saloon, 14hp; £655.

1948 Alvis drop head; £725.

1948 Alvis station wagon; £775.

ALL in perfect order; hire purchase arranged.

A. E. PALMER Motors Ltd., 12 Church St., Luton 4212. (1350)

BROOKLANDS: Alvis distributions, new 3-litre.

1952 Alvis 3-litre sports 2-seater, cream, red.

1951 Alvis 3-litre coupe, maroon, beige, radio.

1951 Alvis 3-litre saloon, black, radio, heater.

1950 Alvis 14hp saloon, grey, small mileage.

1948 Alvis 14hp saloon, maroon, radio, heater.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

1948 14hp Alvis utility, 22,000 miles; £750.

BREW BROTHERS, Ltd., 135 Old Brompton Rd. S.W.7. Kensington 2468. (1211)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars."

1950 Alvis 14hp saloon, black, beige upholstery, heater, wireless, 18,000 miles, immaculate.

£375.—Box 5483. (S2004)

1940 Alvis 14hp 4-door saloon, very fast, immaculate motor car, 12,700 model; £395; terms and exchange.

BROOKE HOUSE MOTORS, 32-36, Upper Clapton Rd., Clapton, E.5. Amersb 5191. (1355)

1934 Alvis Crested Eagle 7-seater limousine, licensed by December, bargain at £150.—Beard Salop Rd., Welshpool, Montg. (3044)

1936 Alvis Firebird 14 sports saloon (grey), engine good, coachwork and leather exceptional.

Price new: £275 c.n.o.—Via 3530. (1321)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1935 Alvis speed 20 saloon, general condition above average, bargain £150 for quick sale. (5273)
 Tel. Alton 2224.
ALVIS 12/50 Beetleback, 1926, exceptional condition. New battery, good tyres; £165; Midlands—W. 5484. (5197)

1948 Alvis T.A. 14hp saloon, black/brown upholstery, excellent condition, factory reconditioned engine fitted, 5,000 miles since; £750. (C4085)
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Ken. 2241.

1935 Alvis Firebird saloon, good mech. condition, extremely good appearance, amazing performance; £235. Carr Bros., 80th Garage, 80th St., W.I. (6672-9). (5351)

1952 Alvis 3-litre 4-door saloon, radio and heater, small mileage—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. 2974-5. (5124)

LANCASHIRE and Cheshire sales service and spares specialists—J. H. Manchester and Bolton, Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). (0859/R)

145 Alvis speed 30, 1935, Vanden Plas fourseater drop head coupe, grey, fawn leather, very good condition; terms, exchange, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ALVIS sports 2, 3-tourer (Nov. 1950), radio, loose covers, 15,000 miles, red, green leather, light-throughbrake car, perfect mechanical condition, paint-work excellent, offers under £700; bargain—Turner, 25A, Paradise St., Birmingham. (5287)

£175—Alvis 12/50 saloon in quite perfect and spotless order; this 1926 car has won several Concours d'Elegance since the war and mechanically and body is without fault, black cellulose, maroon "button" black leather upholstery, excellent tyres and, of course, best of course available; see also 2 parts Cars—Alton Garage, Paddington 3552. (C1007)

Alvis Cars Wanted
ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers—Hampstead, High St. (Hampstead Tube), 6041. (0914/R)
ALVIS cars wanted for cash—The Hindhead Motor Works, Ltd., Hindhead 663. (1058)

XXX Cash immediately for good Alvis—H. F. Langham 0012. Edwards, 200, Gt. Portland St., W.I. Langham 0012. (W2005)

CHILDREN'S CARS require a 1938/40 12/70 drop head coupe or saloon—J. A. Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. (C1045)

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.I., Mayfair 6266. Service works and stores, 40th Yard, of Egin Ave., W. Tel. Cunningham 5956-7-8. (0590/R)

Alvis Spares and Service
SERVICE, Ltd., Spares Station, 832, Finchley Rd., London, N.W.1, Tel. Speedwell 6762-3-4, Grams Alviscar Gold London.

AND at Alvis Service Station, Holyhead Rd., Coventry, Tel. 5501, Grams, Alvis, Coventry. (1951/R)

CHARLES FOLLETT, Ltd., Alvis specialists. (1951/R)
SHOWROOMS: 18, Berkeley St., W.I., Mayfair 6266.

SPARE parts.
SERVICE, Barnsdale Yard, off Egin Ave., W.2, Tel. Cunningham 5956-7-8. (0591/R)

MANCHESTER—Alvis repairers and spares main agents.
FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. 2974-5. (0653/R)

DISMANTLING Alvis 20 1935 and 17hp 1936 and 1954—Motomobile, Welshpool (Tel. Oswestry 480). (0425)

INGSTON-ON-THAMES—Sales, Service and Spares—G. W. Wilkin, Ltd., Weston Park, and 94 Eden St., Kingston 2241. (0678/R)

AMERICAN CARS
SIMPSON'S MOTORS offer—

1950 Buick Riviera coupe, fitted radio, heater, seat covers, low mileage.
1951 Chevrolet de luxe 4-door saloon, radio, heater, seat covers, low mileage.

1949 Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers.
1949 Chevrolet saloon, right-hand drive, all extra, choice of two.

1950 Ford Customs 3K, Continental style, excellent condition, cream, seat covers, extras.
1947 Ford saloon, fitted with heater and seat covers.

1950 (first registered) Packard saloon, radio, extras, dove grey and starmist blue.
1949 Plymouth 4-door saloon, fitted with seat covers heater, etc., good condition.

1951 Pontiac saloon, radio, heater, seat covers, low mileage, fitted all extras.
1952 Studebaker Champion 4-door sedan, overdrive, radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/5903. (C4015)

HAROLD RADFORD & Co. Ltd.
1941 (February) Hudson Commodore saloon, colour grey with grey cloth upholstery, speedometer reading 50,000 miles, radio, heater, seat covers, left-hand drive, fitted by Hudson Motors; in very good condition.

HAROLD RADFORD & Co. Ltd., Melton Court, 18, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (0647/R)

METCALFE & MUNDY always have a good selection of post-war American cars; see our display advertisement on page 55.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. (Fleming 5471). (C3064)

1949 Pontiac 2-door sports saloon, radio, heater, etc., 1,000m.s.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. (C3036)

AMERICAN CARS
REG. TIMMS (MOTORS), Ltd., offer—

1948 Plymouth special saloon de luxe, 25,000 miles only, radio, heater, etc., £795.
1939 Packard 32.5 Super 8 drop head fourseater coupe (this car is ex American Embassy and registered 1949). It had been completely reconditioned and repainted, new red mohair hood, 6 new tyres, the whole car unmarked and in first-class order throughout; £655.

1936 Packard 26hp 4-door saloon de luxe, new only, in remarkable condition; £275. 2 owners AND others.

EASY terms; exchanges; 9 a.m. to 6 p.m.
REG. TIMMS (MOTORS), Ltd., 17-19, High St., Teddington, Dunsdale, Beds. Tel. Teddington 371. (5178)

DROP head coupe Packard 1937, 26hp, fitted 3 spot-light heater, excellent car, £190—C. Arnold, 18, Homestead Way, Northampton, Tel. 31001. (1222)

SPRINT & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited—15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 1858. (C1027)

HUDSON Commodore Six saloon, first registered 1950, right-hand drive, leather upholstery, fitted heater, one owner, 31,000 m.s.; £275, or exchange smaller car—Bournemouth 4560. (5196)

American Cars Wanted
POST-WAR brake—Offord, 67, George St., W.I., Wel. 6699. (0308)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers, Wembley 8691/5903. (W4015/R)

A Widdowson Ave. Parkstone, Dorset (Canford Cliffs 77164). (5706)

ARMSTRONG SIDDELEY
P & J
PASS & JOYCE, Ltd. (London & district distributors).

1950 Armstrong Siddeley Whitley saloon, one owner, preselector gear box as new; £1,095, complete, one week's free trial—184, Gt. Portland St., W.I. Museum 1001. (C5009)

GATEHOUSE MOTORS offer—
1938 Armstrong Siddeley 17hp saloon, black, in excellent condition; £275—Gatehouse Motors, Ltd., Richdale Village, London, S.E. 16, 444. (C5021)

GUY SALMON AUTOMOBILES, offer—
1948 (June) Armstrong Siddeley Lancaster saloon, outstanding condition, £665—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

H. M. BENTLEY & PARTNERS, Ltd., offer—
1952 (May) Armstrong Whitley saloon, black, with 1270cc. turbo slide, H.M.V. radio, mileage 2,000; 9 Altemarie St., London, W.1. Tel. Grosvenor 5551. (C1018)

BROOKLANDS—Individuality; new and used cars.
1952 Armstrong Hurricane coupe, 1,500 miles.
1949 Armstrong Lancaster, serviced by makers.

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)
1949 (July) Armstrong Lancaster sun saloon, radio, heater, one owner, as new, £795.

MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9, Col. 8062. (C3004)

1939 Armstrong 16hp saloon, black/brown, two owners, regularly serviced, £225—Whitely, 66, Castle Bank, Stafford. Tel. 2314. (5075)

1947 (model) Armstrong Hurricane black, exceptional condition, £405—Park Garage (Molesey), Hampton Court Way, Molesey, Tel. 437. (C3087)

1950 (Sept.) Armstrong Hurricane 8hp, synchromesh, one owner, beige, £295—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.5. Kensington 4898. (C4028)

1951 Armstrong Siddeley Lancaster saloon, black with brown leather upholstery, one owner, taxed December; £725—Allright, Brockhill, Wickford, Essex, Wickford 3234. (5358)

ARMSTRONG SIDDELEY 1935 20hp limousine, good condition, best offer over £75 accepted for quick sale, or exchange cheap hire car—149, Farley Rd., Sandhurst, Surrey, Sandhurst 4366. (C3260)

CASER'S MOTOR MART—1950 Armstrong 18hp Lancaster saloon, black, heater, unblemished, one owner; £775; written guarantee—5, Warren St., Euston 5523. (C1040)

1952 Armstrong Whitley saloon, finished black with brown upholstery, unregistered; list price—Armstrong Motor Co., Ltd., 10th Rd., Waltham Heath, Herts, Tel. Waltham Cross 2760-2801. (5312)

1947 Typhoon, black/brown, original finish, as new inside and out, mechanically perfect, new battery, 20,000 miles, property of company director, £645—Tel. Olpy 4022 during business hours. (5257)

XXX 1947 (May) Armstrong Siddeley Hurricane saloon, blue, blue leather, radio, heater, loose covers, very attractive, £375, terms, exchange—H. F. Edwards, 200, Gt. Portland St., W.I. Langham 0012. (C4015)

SIDDELEY Special 30hp limousine, 1956, face forward occasional, interior in pigskin, luxurious hire car in immaculate condition, £2,500; just spent; £250, or exchange—149, Farley Rd., Sandhurst, Surrey, Sandhurst 4366. (5262)

ROSE & YOUNG, Ltd., offer 1950 Armstrong Lancaster saloon 18hp, exceptional condition, throughout black, £695—65-69, Stenford Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tube Hill 4344. (C3057)

ARMSTRONG SIDDELEY
CAMDEN MOTORS—Armstrong Siddeley Lancaster 4-door saloon, 1946, late registration car (November), manual synchromesh gears, air conditioner, passenger; a most attractive looking car offered at a most competitive figure, £645.

CAMDEN MOTORS—Armstrong Siddeley Lancaster 4-door saloon, 1950, with latest production 18hp engine, walnut interior facia and mouldings similar to 1952 series, radio, heater, Trico screenwash, etc., a one-owner car maintained and serviced by accredited distributors since new; £795.

CAMDEN MOTORS—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

750 cc.—Armstrong Siddeley, 1950 Hurricane 18hp fourseater drop head coupe, black, green leather, radio, preselector, one careful owner, 16,000 miles, practically new condition, taxed; terms, exchange; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ARCHIE SIMONS & Co., Ltd.—1940 Armstrong 17hp 4-passenger limousine, colour, late registration, 1940, occasional, one owner only since new, excellent condition throughout, ideal hire car, with low running cost; offered at the attractive figure of £395—54, Gt. Portland St., W.I. Lan. 1343. (C4015)

Armstrong Siddeley Cars Wanted
C THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars—320, Euston Rd., N.W.1. Euston 1212. (0171/R)

ROWLAND SMITH'S.
ROWLAND SMITH'S, the Armstrong buyers—Hampstead High St. (Hamp. Tube), Hm. 6041. (0916/R)

ARMSTRONG, in good condition, for cash—Tel. Valentine 2088 or 4674. (1445)

A VV post-war Armstrong Siddeley wanted—Curtis & Taylor, 22, Conduit Mews, W.2. Amb. 6046. (W1056/R)

MARSTON MOTOR CO. Ltd., wish to buy your Armstrong Siddeley—Tel. Sta. 6302, Seven Sisters Rd., Tottenham, N.15. (0163/R)

HENSLY, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars—1-5, Peter St., Manchester, Tel. Blackburn 7041. (0601/R)

7-SEATERS 1938/39 Limousines required, 17hp/25hp privately owned, cash waiting—Alpe & Saunders, Providence Court, North Audley Street, Mayfair—2941. (W1006)

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars—184, Gt. Portland St., W.I. Museum 1001. (0325/R)

Armstrong Siddeley Spares and Service
RCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhaul, service, 48 hours exchange engine service, prompt, guaranteed work by specialists.

PREELECTOR gear boxes, exchanges, reconditioning—Aerot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.5. Ken. 7301. (0664/R)

PREELECTOR gear boxes—H. & A. Engineering, 23, Grand Rd., Addiscombe 2381. (0145)

A LARGE stock of spares for the above cars always available—Pass & Joyce, Ltd., London distributors, Works: Hawley Crescent, Camden Town, Tel. 10760/R. (0141)

HENLYS, Ltd., Chestham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken—Tel. Deansgate 6216-7. (0406/R)

CENTRAL GARAGE, Croydon distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhaul, mechanical or coachwork—Central Garage, Tel. Croy. 7464. (C1047/R)

EPSON, Surrey, Armstrong Siddeley authorized dealers offer spares and service to all owners of Armstrong Siddeley cars, open 7 days a week, Armstrong Siddeley also available for self-drive hire.

WILSON'S AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom 5901-2-3. (0555/R)

ASTON MARTIN
ACRES offer—

1936 Aston Martin 1½-litre Mark II short chassis 1936 close-coupled 4-seater, finished in black, with cream leather upholstery, excellent tyres and weather equipment, beautifully kept and maintained, extremely careful owner, first 2425, reserves.

ACRES AUTO, Ltd., 105, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. (C1002)

FRIARY MOTORS, Ltd.
1933 Le Mans long chassis, open; £225—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (5125)

C.N.K. MOTORS offer—
ASTON Martin International short chassis tourer, 1937, excellent tyres, hood and full-length vinyl tonneau cover, excellent body and mechanically a very fine example indeed, list £235, terms, exchange.

1933 Aston Martin Bertelli 4-seater, excellent cellulose chrome and hood, very sound condition; offers—Box 3362. (2562)

ASTON MARTIN D.B.2 saloon, Vantage engine, Alin A brake drums, other modifications, inspection possible evenings, London; offers to—Box 552. (1977)

425 cc.—Aston Martin, December 1937, 15.96 short chassis 2-seater, dup-red, red leather, telescopic Windstone horns, carefully used, exceptional condition; terms, exchange; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (0601/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Aston Martin Cars Wanted
ASTON MARTIN cars wanted for cash, full details—
Flynn Motors, Ltd., Old Windsor, Windsor 2002-3
(1917/R)

ROWLAND SMITH'S, the Aston Martin buyers—
Hampstead High St. (Hampstead Tube), Ham.
6041 (1917/R)

Aston Martin Spares and Service
FLYNN MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars
produced up to 1940; specialised servicing facilities;
2-litre reconditioned engines available—Straight
Rd., Old Windsor, Tel. Windsor 2002-3. (1919/R)

AUSTIN SEVEN
Austin 7 sliding head saloon, reboiled, engine
overhauled—Doctor, Bsa, 1672 evenings. (1222)

1935 Austin 7, black saloon, general condition good;
2115—Salcott, 1a, Salcott Rd., S.W.11. Bat-
tersea 1167. (C1900)

1955—Austin 7, 1956, Nippy sports 2-seater, green,
fawn leather, very good condition; terms, ex-
changes—Rowland Smith, Ham. 6041 (1917/R)

145—Austin 7, 1956, Ruby de luxe saloon, dark
blue, sliding head, blue leather, very good con-
dition; terms, exchanges; list open 5-7 week-days
and Saturdays—Rowland Smith, Hampstead (Hampstead
Tube), Hampstead 6041. (C1918)

1935 Ruby saloon, excellent condition throughout,
taxed, insured; 1600s o.n.o.—Bry, 532a,
Tulse Hill, London, W.8. (C1920)

£250—1956 Austin Big 7 4-door de luxe saloon,
Cambridge blue, faultless runner, spotless
interior, lux. equip., 1200s, 1200s, 1200s,
West End Lane, N.W.6, Hampstead 6400. (C1924)

Rowland Smith's, the Austin buyers—Hamp-
stead High St. (Hampstead Tube), Ham. 6041 (1917/R)

AUSTIN EIGHT
RAYMOND WAY, the hire-purchase specialists.

1939 Austin 8 4-door de luxe saloon, immaculate
original black cellulose, very clean brown
leather interior, strictly maintained and driven ex-
tremely economical; 2500s.

HIRE purchase terms on the spot with no references,
no formalities or guarantors. Part exchange on your
present motor cycle or car. Always 200 cars under £400
to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.5.
Made Vale 6044 connecting all branches and depart-
ments (Kilburn Park Station, Bakerloo line, 1st yrds).
1947 Austin 8; 6225—Herbert & Mills, Church Rd.,
Ashford, Middx. Tel. 2860. (C2035)

£195—1946 (reg.) Austin 8 4-seater tourist, excel-
lent condition—Beloe.

1946 Austin 8 4-door de luxe saloon, black, brown
leather, one owner; 4355—Bry Motors, 180-
184, West End Lane, N.W.6, Hampstead 6400. (C1924)

1939 Austin 8 4-door saloon, bargain; 2775—A.Z.
Motors Palmerston Rd., N.W.6, Mal. 4723
(C1911)

1946 read, Austin 8 tourist, very good condition,
restrapped, must sell; 6200—Tideway 4101.

1946 Austin 8, colour black; 6395—John Whalley,
Lid., London Rd., Bishop's Stortford, Tel.
181-2. (C1942)

1947 Austin 8 saloon; 6440—Smith & Hunter, Lid.,
178, Kensington High St., London, W.1. (C1919)

1947 Austin 8hp saloon de luxe, two owners; 6425,
Vandervell, 215, Havestock Hill, N.W.1.
Primrose 441. (C1937)

1946 Austin 8 4-door saloon, sun roof, blue, brown
leather, clean car, 6385—Holbrook
Motor Co., Ltd., Richmond, Surrey, Tel. 2014. (C1929)

1946 (November) Austin 8 4-door saloon, immacu-
late, guaranteed; 6395; exchanges, terms—
Palmers, 55, York St., Trichinaman, Popescore 1950.
Sude, Wandsworth Common, S.W.18, Vandyke 1166. (C1934)

TANKARD & SMITH, Ltd., offer 1946 Austin 8 saloon,
finished in blue, with black wings, blue leather up-
holstery, in very good condition throughout; 4375—57,
Peckham Rd., London, S.E.15, Tel. Rodney 2091. (C1925)

375—Austin 8, 1946, de luxe 4-door saloon, black,
sliding head, brown leather, carefully used, ex-
cellent condition; terms, exchanges; list open 5-7 week-
days and Saturdays—Rowland Smith, Hampstead
(Hampstead Tube), Hampstead 6041. (C1918)

Austin Eight Cars Wanted
C
M
THE CAR MART, Ltd., London distributors, wish to
purchase Austin 8 cars—297, Euston Rd., N.W.1.
Euston 1212. (1952/R)

ROWLAND SMITH'S, the Austin buyers—Hamp-
stead High St. (Hampstead Tube), Ham. 6041 (1917/R)

AUSTIN TEN
RUSSELL MOTORS offer—

1946 Austin 10 saloon de luxe, one owner, any trial
or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47,
St. James's St., S.W.1, Tel. Sloane 9289. (C1960)

C.M.I. CAR SALES (Pri. 6623) offers—

1946 Austin 10 4-door saloon, black, brown
leather, 3 months' guarantee; terms: list on applica-
tion—Swiss Cottage, Finchley Rd., N.W.3. (C1951)

1935 (Nov.) Austin 10 saloon, taxed; 6235.
TAMMS MOTORS, Colindale Rd., Upper Richmond Rd.,
S.W.15, Tel. Putney 3593. (C1930)

AUSTIN TEN
Austin 10hp saloon de luxe; £295.—Below.

1946 Austin 10hp saloon de luxe, two owners,
Haverstock Hill, N.W.1, Primrose 441. (C1937)

1933 Austin 10 saloon, clean, bargain; 635—Cran-
more, phone 2540 Putney Bar. (C1962)

210—1940 Austin 10 saloon, terms—Autocars,
5, Balham High Rd., Balham 1509. (C1909)

£450—1946 Austin 10 4-door de luxe saloon, black,
brown hide—Below.

1939 Austin 10 Cambridge de luxe saloon, grey,
one owner only; £295—Bry Motors, 180-184,
West End Lane, N.W.6, Hampstead 6400. (C1924)

£325—Austin 10 1939 Cambridge 4-dr. sin., ex-
ceptional original condition throughout; many
owners.

BENMOTORS, 1, Clarendon Rd., Holland Park, Lon-
don, W.11, Park 5066-7. (50 7ds. Holland Park
Road), Exchange 5, p.p. (C1917)

1947-8 (Oct.) Austin 10 d.l. saloons, choice two,
one owner, bargain; 6435—A.Z. Motors,
Palmerston Rd., N.W.6, Mal. 4723. (C1911)

1939 Austin 10 saloon, one owner since new, splen-
did condition; 6295—S. Bowen & Son, 111-115,
Garsen, Edware, Tel. Edware 5461. (C1906)

AUSTIN 10 1947 black saloon, excellent condition,
H.M.V. radio heater; 4475—Holgate, 4, Osten
Hill, Canterbury, Tel. 5682. (C1921)

To the trade only—Post-war Austin 10 available
from stock ready for your showrooms; we also wish
to buy cars, surplus stock, etc. (C1920)

CERRY BROWNE MOTORS, Ltd., 55-57, South
Square, Kensington, London, W.8. (C1931)

BRUTONS, Ltd.—1939 Austin 10 Cambridge saloon,
reconditioned engine; 6275—15-14, Osten Merve,
Empress Gate, S.W.7, Fremantle 0342. (C1950)

1939 Austin 10 4-door saloon, black, brown leather,
choice of two; 6275—Burke Motors, 255-
Levinham High St., Tel. Lee 1051. (C1925)

1933 Austin 10, original cell, and carpets, mechanic-
ally excellent, one of those rare specimens in
unique condition; 6155—Carr Bros., Soho Garage, 362,
Sq., W.1, Ger. 6678-9. (C1935)

1936 Austin 10 carolinet, 42,000 miles only, one
owner, superb runner throughout; 6230—Hovell,
Manor Cottage, Uplham, Southampton, Tel. Dury
577. (C1967)

1940 Austin 10 saloon, in very good condition
throughout, any trial; absolute bargain, £300,
Wentley Court Motors, High Rd., Wembley, Wembley
6747-6. (C1954)

CASS'S MOTOR MART—1947 (July) Austin 10
saloon, genuine 84,000 miles, unblemished, one
owner, 5 years running guarantee—S. Warren St., W.1.
Euston 4110. (C1940)

AUSTIN 10 (Oct. 1935), fawn with brown leather,
sliding roof and other items recently new; 6180, private,
Hudson, 168, Gallewood Rd., Chislewood 5790. (C1915)

1947 Austin 10 saloon, black with brown leather
upholstery, 37,000 miles, recently fitted with
new engine, coachwork and interior kept as new; 6485;
terms and exchanges—O. S. Hall, Ltd., 302, King St.,
Hammersmith, W.6, Riverbank 2661. (C1931)

245—Austin 10 1939 Cambridge de luxe saloon,
black, sliding head, blue leather, good condi-
tion; choice of Austin 10 terms, exchanges, list
open 5-7 week-days and Saturdays—Rowland Smith,
Hampstead (Hampstead Tube), Hampstead 6041. (C1918)

Austin Ten Cars Wanted
C
M
THE CAR MART, Ltd., London distributors, wish to
purchase Austin 10 cars—297, Euston Rd., N.W.1.
Euston 1212. (1952/R)

ROWLAND SMITH'S, the Austin buyers—Hampstead
High St. (Hampstead Tube), Ham. 6041 (1917/R)

WHY accept less for your Austin 10 when you get
£100-200 Cricklewood Broadway, London, N.W.2.
Madstone 2234. (W2008)

AUSTIN A8
C
M
LONDON DISTRIBUTORS

1951 Austin A8 saloon, B.M.T.A. con., 6,000
297 Euston Rd., N.W.1, Euston 1212. (C1949)

JACK ROSE, Ltd., offer—

1949 A8, sunshine roof, heater, one owner, almost
unmarked inside and out; 6506—Jack Rose,
Lid., Stafford Rd., Wokingham, Surrey, Wokingham
6072. (C1956)

B. J. HUNTER, Ltd., offer—

1949 Austin A8 Devon saloon, very good appear-
ance; 6650.

HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2, Tel. N.W.2, Tel. Hendon 8005. (C1948)

H. A. SAUNDERS, Ltd., offer—

1950 Austin A8 saloon, green with brown uphol-
stery, etc., recorded mileage 22,000; 6095,
6342, High Rd., N.12, Hillside 0024. (C1927)

HENDON CENTRAL GARAGE, Ltd.

1950 Austin A8 saloon, one owner, taxed year
condition, as new; 6750—Watford Way,
Hendon Central, N.W.4, Tel. Hendon 8005. (C1934)

1949 Austin A8 saloon, grey, 18,000 miles.
ENYACE WATKINS, Ltd., 12, Bygones St., W.1.
(Mayfair 5951), and 12, Chelsea Manor St., S.W.3.
(Fitzman 8181). (C1946)

1950 Austin A8 saloon, 8,000 miles—Antecor,
Ld., Winchester, Tel. Winchester 4834. (C1910)

AUSTIN A40
MCKINNON MOTORS, Ltd., offer—

AUSTIN A40, choice of several from £750, to steer-
ing column gear change model at £925, 6 month
payments spread over 18 months; service station
equipment, and cost at 111/113, Stafford Rd.,
MCKINNON MOTORS, Ltd., Sales Showrooms,
111/113, Stafford Rd., W.1, Tel. Warrington 3440.
Surrey, Established 1904, Tel. Warrington 3440. (C1909)

MEBES & MEBES, Ltd. (Est. 1895), offer—

1950 (March) Austin A40 Devon 4-door saloon,
grey, blue upholstery, heater, small mileage,
one owner, taxed; 6795—The Broadway, Mill Hill,
N.W.7, Tel. Mill 2040. (C1912)

GORDON CARS (LONDON), Ltd., for Austins.

1950 (November) A40 Countryman, 8,000 miles;
6785.

1951 A40 sports, 6,000 miles, B.M.T.A. con.; 6395.
GORDON CARS, 375, Euston Rd., N.W.1, Eus. 6611.
(C1905)

AUSTIN A40 sports convertible 1951, cream, radio
heater, one owner, immaculate; 6255.
J. DAVY, 180, Kensington High St., S.W.8, Western
1169. (C1909)

1949 Austin A40, grey with beige leather, heater,
one owner, first-class order; 6635.
G & R, Ltd., 35, Victoria Rd., Surbiton,
G. Fimbridge 6755. (C1925)

1950 A40, dark green, 8,000 miles, perfect,
£730—28, Broad Lane, Betsheanger, D. 2999.
Kent. (C1929)

1949 Austin A40 saloon, in exceptional condition
throughout; heater; 6685—Vader, 43, Crav-
ford St., W.1, Pad 4915.

1951 (March) Austin A40 Countryman, dark green,
6,500 miles, perfect; 6750—Baxter, Market
St., Bakery, Nailsworth 3606. (C1927)

1951 Austin A40, 7,000 miles, B.M.T.A. content, ad-
vice—Herbert & Mills, Lid., 75, Ot. Portland
St., W.1, Lanchin 3206-7. (C1934)

1950 A40 Devon saloon, one owner, grey, excellent
condition throughout; 6725—Burnings Motor
Exchange, Hattow, W.1, Tel. 6225 & 5. (C1924)

1950 Austin A40 Devon saloon, first-class condition,
£675—F. Dore, Lid., 111-115, Addiscombe Rd.,
Addiscombe 3606. (C1924)

1950-1 Austin A40; two from 6675—Smith &
Hunter, Lid., 378, Kensington High St.,
London, W.14, Tel. West 8514.

1950 (Sept.) Austin A40, 16,000 miles, one owner,
as new; 6695—Bruce Francis, 88, Cromwell
Mews, South Kensington, W.8, Tel. 5924. (C1914)

HILLWOOD MOTORS—1951 Austin A40 sports coupé,
one owner, low mileage, heater, tonneau cover,
B.M.T.A. release; 6795—Tel. Mill Hill 8232. (C1925)

1949 Austin A40 4-door saloon, green, fawn, heater,
in very nice condition; 6395—John Tru-
Lid., Ebor 1254. (C1948)

1951 Austin A40 Countryman, small mileage, im-
maculate condition, heater, B.M.T.A. conen;
6675—Edmonds, 13a, Castle St., Brighton, 24796. (C1916)

1951 Austin A40 saloon, heater, 6,000 miles, sub-
balance covenant—British & Colonial Motors,
Lid., Upper St., Martin's Lane, W.C.2, Temple Bar 1272.
(C1927)

1950 (October) Austin A40 Countryman, heater, one
owner, 15,000 miles, taxed private only; 6675
Broadway Motors, 67, High St., Hounslow, Tel. 0175.
(C1924)

£625—1950 model A40 saloon, grey and beige
leather, one owner, excellent condition—
Kings Motors, 1, High St., Hounslow, Tel. 0175.
(C1949)

AUSTIN A40 (Aug. 1950), 7,200 miles, heater, spare
unused, one private owner, immaculate condi-
tion throughout; £710 or offer—Walton-on-Thames 5200.
(C1950)

£675—1949 Austin A40 saloon, sliding roof,
heater and radio, blue, one owner—Vandervell,
215, Havestock Hill, N.W.1, Primrose 441. (C1937)

1950 Austin A40 green saloon, fitted sun roof,
1950 heater, radio, immaculate condition, 20,000
miles, £700—51, Catherine Place, S.W.1, Victoria
5561. (C1911)

1951 (May) A40 sports, cream, one owner, faultless
mechanically and very smart; 6745—Richards
& Carr, 35, Kilmerton St., Wilton Place, London, S.W.1.
Sloane 5424. (C1945)

1950 Austin A40 ash saloon, radio, heater, colour
beige, 10,000 miles, immaculate; 6750—
E. L. Mettel, Lid., 65, Great Portland St., W.1, Lanchin
2261-2. (C1967)

£595—Austin A40 Devon 4-door saloon, 1948 in
very attractive all-round condition, carefully
used and quite fastidiously maintained, fitted heater,
passic and tailored glove seat cover.
CASHLEY MOTORS, Leighton Buzzard, Beds. Tel. C1955

1949 (Feb.) Austin A40 Devon 4-door saloon, grey,
good tyres, clean car, excellent chassis, taxed Decem-
ber choice of three; 6575; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., 22, North Rd., Ld., 8
Mofinchy Station, N.2, Tudor 2301-2. (C1918)

625—Austin A40 1950 Devon 4-door saloon, fawn
maroon, sliding head, fawn leather, heater,
excellent condition; terms, exchanges; list open 5-7
week-days and Saturdays—Rowland Smith, Hampstead
(Hampstead Tube), Hampstead 6041. (C1918)

1950 (September) Austin A40 Devon saloon, fawn
radio, heater, sliding roof, exceptionally fine,
maintained car in faultless condition, any inspection,
3 months' guarantee; 6695—Trinity Church Rd., Ld., 8
North Side Wandsworth Common, S.W.18, Vandyke
1166. (C1954)

TANKARD & SMITH, Ltd., offer 1949 A40 saloon in
grey with beige leather, one private owner since
new; genuine 25,000 miles, immaculate condition; 6445;
three months' written guarantee; also 1948 A40 saloon
used cars of all makes—198, King's Rd., S.W.5, Tel.
Fickman 4801-3. (C1925)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars
REQUIRED immediately.MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers—Hamstead
High St. (Hamstead Tube), Ham. 6041. (01512/R)PHENIX MOTOR CO. (SURREY), Ltd., High St.
Sutton, Surrey, Vigilant 1121. (W3044/R)CASH buyers of good Austin A40s; distance no object.
10796/RAS new, post-war Austin A40 required—30. Rycroft
Rd., S.W.16. Tuise Hill 2768 (day). (0725/R)WHY accept less for your Austin A40 when you get
its full market value from Ferraris of Cricklewood.
Ltd? 200-220, Cricklewood Broadway, London, N.W.2.
Gladstone 2234. (W2008)

AUSTIN TWELVE

CAR MART, Ltd.

LONDON Distributors.
1947 Austin 12hp saloon, 14,000 miles; £665.—Car
N.W.1. Euston 1212. Austin House, 297, Euston Rd.
(C1039)1939 model H.R.A. series Austin 12 1/4 Ascot saloon,
black, written guarantee; £325.
GEE CARB, Ltd., 60-62 Queenstown Rd., S.W.5. Tel.
Mac. 5563. (1511)AUSTIN Heavy 12 1/4 1935 Hereford saloon, exceptional;
£275.—Station Garage, Bush Hill Park, Lab. 2082.
(1274)£520.—Austin 12, 1947, one owner, immaculate
Battersea 3280-3769. (2908)AUSTIN 12hp, splendid condition all through, one
owner, low mileage; £350 or near offer.—Red Lion
Hotel, Southall, Middx. Sou. 0021. (1509)AUSTIN 12 1/4 saloon de luxe, 1939, sun roof, real hide,
very rare condition; £425 or near offer.—Economy
Car Services, Rickmansworth, Tel. 5335. (1511)ROSE & YOUNG, Ltd., offer 1938 Austin 12 1/4 saloon,
wood condition, blue; £235.—65-69, Sternhold Ave.,
Streatham Hill, S.W.2. 15 minute Streatham Hill
Station; Tuise Hill 0461. (C3057)1937 Austin 12 saloon, black, green leather upholstery,
excellent condition, suitable for hire
car; £275.—K. Lawrence, 115A, High St.,
S.W.15. (1525)1951 12 1/4.—Austin 12 (1958 model) de luxe saloon,
black, sliding head, maroon leather, good condition,
taxed, full exchange, just open 97, week-
ends and Saturdays—Rowland Smith, Hamstead
(Hamstead Tube), Hamstead 6041. (C4016)29000 miles; 1947 Austin 12, black with brown
leather, H.M.V. radio, a specimen car
maintained regardless of cost, new engine just fitted;
£375; terms and exchanges; G. S. Hall, Ltd., 302, King
St., Hammer-smith, W.6. Riverside 2861. (C2031)

Austin Twelve Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to
purchase Austin 12 cars.—297, Euston Rd., N.W.1.
Euston 1212. (0954/R)ROWLAND SMITH'S the Austin buyers—Hamstead
High St. (Hamstead Tube), Hamstead 6041. (0921/R)

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.
1950 Austin 16hp hire limousine, 14,000 miles;
£795.—Car Mart, Ltd., Austin House, 297,
Euston Rd., N.W.1. Euston 1212. (C1039)GATEHOUSE MOTORS offer:—
1946 Austin 16hp saloon, excellent condition, one
owner; £495.
1936 Austin 16hp saloon, grey; £195.—Gatehouse
Motors, Ltd., Highgate Village, London, N.G.
Mou. 4434. (C2031)SAUL & SLATTER, Ltd., offer:—
Austin 16hp saloon, black with brown leather
upholstery; £550.
44—Alderman's Hill, N.13. Tel. Palmers Green
1205-7174. (C4002)1948 Austin 16hp saloon, black, brown leather,
radio and heater; £565.—Below.
1948 Austin 16hp saloon, black, brown leather,
heater; £535.—Vanderella, 215, Haverstock
Hill, N.W.3. Primrose 4441. (C4037)1948 Austin 16 saloon, black with brown leather,
fitted radio and heater, one owner; £550.
R. C. WIMBUSH, Ltd., 112, Earl's Court Rd., London,
S.W.5. Fremantle 8401. (C4056)£445.—Austin 16hp saloon, 1946, late registra-
tion, privately owned and in original and
most attractive condition, moderate mileage.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 5 p.m. Write for catalogue. (C1055)

AUSTIN SIXTEEN

1946 Austin 16 saloon, to clear! £395.—A.Z.
Motors, Palmerston Rd., N.W.6. Mai. 4723.
(C1011)1948 Austin 16 saloon, black with radio and heater;
£550.—R.F.S. Motors, Kingston By-Pass,
Tel. Emberton 3000. (C2004)—Austin 16, 1948, one owner, good condition.
—Withams Motors, 18, Balham Hill, S.W.12.
Battersea 3280-3769. (1297)1948 Austin 16 saloon, black and brown, wireless,
heater, mileage 34,000, free excellent any
examination or trial; £600.—Haskins, Ledbrook 1152.
(C5827)(November) Austin 16 saloon, radio, excep-
tional condition; £525.—Tate & Hinchins,
Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel.
Speedwell 9575. (3100)HIRE Limousines 1950/1951, partition, 7-forward,
leather, small mileages, low cost. (Fifty Limousines
Lasts posted), Aipe & Saunders, Providence Court,
North Audley Street, Mayfair-291. (C1006/7)NAYLOR & ROOT.—1949 Austin 16 saloon, black,
brown hide, sun roof, radio and heater; £585; six
months' guarantee.—25, East Hill, Clapham Junction,
S.W.11. Batt. 2252. (C3052)8000 miles only.—One owner 1949 Austin 16 1/2-
body saloon, black, brown leather, condition
literally as new and mileage guaranteed, sold new
and maintained by ourselves; £795.
F. DOVE, Ltd., Guildford Rd., Woking, Surrey.
Tel. Woking 1282. (C1078)L 1951—1948 (October) Austin 16, black with brown
leather upholstery, 25,000 miles, unmarked
as new; terms and exchanges.—G. S. Hall, Ltd., 302,
King St., Hammer-smith, W.6. Riverside 2861. (C2031)HEARSE'S Latest Beater-Deck A. & S. streamlined
Coachwork, exclusive equipment, reasonable cost,
ready service (unregistered) also.—Beaver 1950 26hp
modern streamlined Coachwork, £795. Aipe & Saunders,
Providence Court, North Audley Street, Mayfair-291. (C1006)

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars
REQUIRED immediately.MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

1948 9 Austin 16.—Laburnum 2082. (0955/R)

AUSTIN 16 in good condition, for cash.—Tel. Valen-
tine 2099 or 4674. (1946)ROWLAND SMITH'S the Austin buyers—Hamstead
High St. (Hamstead Tube), Hamstead 6041. (0921/R)HIRE CAR LIMOUSINE urgently required 1950-51,
low mileage. Privately owned. Cash selling.—
A. & S. Providence Court, North Audley Street, May-
fair-291. (W1005)

AUSTIN A70 & A80

CAR MART, Ltd.

LONDON Distributors.
1952 Austin A90 saloon, heater, 500 miles; £1,295.
1951 Austin A70 Hampshire saloon, 12,000 miles;
£795.
1951 Austin A90 saloon, heater, 7,000 miles; £825.
Car Mart, Ltd., Austin House, 297, Euston
Rd., N.W.1. Euston 1212. (C1039)NEWNHAMS, Ltd.
1951 Austin A70 Hereford saloon, grey, 15,000 miles,
NEWNHAMS House, 295-7-9, Hammersmith Rd. Lon-
don, W.6. Riverside 4646. (C3034)ELITE MOTORS offer:—
1950 Austin A90 electrically operated convertible
coupe, sports blue with dark blue leather
upholstery, radio and heater, recently fitted with new
hood and battery, really attractive appearance, amazing
road performance; £795.
ELITE MOTORS, 951-961, Garratt Lane, Tooting
C Broadway, Tel. Balham 2474, 4 lines. (C3005)B 1950 Austin A70 saloon, fitted radio, heater, indis-
tinguishable from new; £725.
B. J. HUNTER, Ltd., 25, Cricklewood Broadway, N.W.2.
Tel. Gladstone 1503. (C2040)PHILIP RICKARDS, Ltd., offer:—
1951 Austin A70 Hereford saloon, blue, 15,000.—4,
Brick St., Park Lane, London, W.1. Grosvenor
4772/3. (C3050)AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:
A90 Atlantic power-operated coupe, cream and
black, radio; this car is in immaculate con-
dition throughout, one owner, 21,000 miles; £775.
MARLBOROUGH Works, Kenton, Tel. Wordsworth
5656 and 5658. (C1006)1952 A70, 3,000 miles; £900.—33, Edwin Rd., Rain-
ham, Kent. (3126)1950 (Nov.) Austin A70 saloon.—Autowork, Ltd.,
Winchester. Tel. Winchester 4834. (C1010)1950 Austin A70, one owner, carefully maintained in
excellent condition; £695.—Tel. Byron 3501.
(1566)

AUSTIN A70 & A80

AUSTIN A70, registered 1951, low mileage, radio,
a heater covers, £750.—2, Vaughan Ave., Hendon,
Hendon 1425. (C5063)A90 sports saloon, 1951, radio, heater, excellent
condition; £950.—Tel. Mr. Draco, Coventry
64265, after 7.30 p.m. (1516)1950 Austin A90 convertible, all electric, radio and
heater, immaculate condition.—5, Cour-
tenay Gate, Bove, 50125. (C2003)1950 Austin A70 Hampshire saloon, heater, 750 mls.—
Green & Sons, Ltd., 246-252, Deansgate, Man-
chester, 5. Tel. Deansgate 3323-6. Speedwell 1254.
(C1074)1950 (December) Austin A70 Hampshire saloon,
11,000 miles; £725.—Dobson, Ltd. (Austin
agents), Staines, Middlesex. Tel. 501. (C2053)AUSTIN A70, 1950 model, H.M.V. radio, heater, sat-
A roof, 18,000 miles; £695.—L.O. Motors, 177, Arch-
way Rd., Highgate, N.6. Mountview 8467. (3179)F. F. DOVE offer 1951 Austin A70 Hereford saloon,
low mileage, magnificent throughput; £775.—49,
Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)1950 (May) A70 Hampshire saloon, sun roof, in-
stalled in green with beige upholstery, radio
and heater, 25,000 miles, good condition throughout.
SHAW MOTORS, Ltd., 666-678, Garratt Lane, London,
S.W.17. Wim. 2252. (C3002)1952 A90 sports saloon, grey/red, heater, 275 miles
only, unblemished; £1,165.—H. A. Saunders,
Ltd., 144, Golders Green Rd., N.W.11. Speedwell 1254.
(C4004)1951 Austin A70, 9,000 miles, black blue leather up-
holstery, radio, as new throughout; £850.
Carr Bros. Garages, Ltd., Purley, Surrey, Apt. 4812.
(1546)1949 Austin A90 Atlantic power operated con-
vertible, perfect order; £700 or best offer.—
Brookdale Motors, 102, High Rd., Exaridge, Tel. Ad.
10 a.m. to 7 p.m. (C1050)£895.—Austin A70 Hereford saloon, 1952, with
sunshine roof, radio and heater, immaculate con-
dition, black finish, very nominal mileage and in beautiful
condition.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 8 p.m. Write for catalogue. (C1051)1951 (November) A90 hard top saloon, black, beige
leather, in excellent condition throughout,
10,000 miles; £850, tel. for appointment to view; 165,
Hertham Rd., Walton-on-Thames 2907. (4444A)1950 late Austin A90 convertible, electric radio and
heater, many extras, 10,000 miles, £850.—
A. Freeman, Ltd., Grosvenor Garage, Burnage Lane,
Manchester, 15, Tel. Rushmore 2674-5. (3121)NAYLOR & ROOT.—1951 Austin A70 saloon, de-
N blue, heater, 14,000 miles, unblemished condi-
tion; £875; six months' guarantee.—25, East Hill, Clapham
Junction, S.W.11. Batt. 2252. (C3052)1952 Austin Hereford pick-up, fawn, canvas top
and frame made by coachbuilders, taxed and
insured, cost £770, low mileage, as new condition.—
Best offer to Banwell 95, Somerset. (3518)£995.—1952 Austin A90 sports saloon (Atlantic
Hardtop), less than 5 months old, superbly
small mileage and in condition literally indistin-
guishable from brand new, all extras, radio, heater, etc.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 8 p.m. Write for catalogue. (C1055)1951 Austin A70 pick-up with tire, 19,000 miles
since new, used privately, in immaculate
condition throughout; £425; delivery anywhere in Eng-
land; guaranteed by Central Garage, Chase Side
End, Middx. Tel. 4696 and 2092. (3591)XXX 1951 Austin A70 saloon, blue with blue
leather, radio, heater, a truly exceptional
one owner car, written guarantee, £745; terms, ex-
changes, H. F. Edwards, 290, Gt. Portland St.,
Lancashire 0012. (C2003)1949 (July) Austin A70 Hampshire sun saloon,
radio and heater, speed reading 15,000 in
practically new condition, £695; would take car in part
exchange; terms could be arranged.—Selling-
Sunderland, Walk, West Worthing, Sussex. (C4627)A90 April, 1951, black saloon, red upholstery,
specially modified to give cruising and max-
imum speed 15% higher than standard model, petrol
consumption about 25 m.p.g., oil consumption negli-
gible, a delight to drive, carefully maintained, under
15,000 miles, £680 o.n.o.—Box 395, (1540)AUSTIN A90 Atlantic saloon, black, delivered new
June, 1952, only done 2,500 miles; this is our man-
aging director's personal car, and is in new condition.
Fitted radio and heater, price £1,250 or offer.—G. E.
Slum (Engineering), Ltd., Transport Department, East
Parade, Sheffield, 1. Tel. Sheffield 2623. (3017)FRACTIONAL mileage, only!! A70 Hereford saloon,
ex works condition identically, offered under
price; also slightly used Hereford, indistinguishable from
brand new, nominal mileage, price £875; terms, ex-
changes, Home & Overseas Motor,
160, Pinchney Rd., N.W.5. Hamstead 0887-9. (1211)

Austin A70 and A80 Cars Wanted

T

CAR MART, Ltd.

AUSTIN cars
REQUIRED immediately.MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A70 and A80 Cars Wanted
 LOW mileage A70 or similar required now—54, Streatham Hill, S.W.2. Tube Hill 4460 (094)

ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0951/R)

AUSTIN EIGHTEEN

CANDIDEN MOTORS—Austin 18 limousine. See section on special Hire Car advert. in supplement.

CANDIDEN MOTORS, Leighton Buzzard, Beds. 15, 2011. Open till 8 p.m. Write for catalogue. (C1053)

1939 Austin 18 Iver with division. 7-seater, one owner, excellent—Taylor & Low—2, Rosemont Rd., Hamstead 4454. (1267)

GUY ALFRED & Co., Ltd.—1939 Austin 18 limousine, black/leather throughout, one owner. 1935 Austin 18 7-seater, excellent—6-7, Warren St., W.I. Euston 5262. (C1005)

325 One—Austin 18 (September 1950) Norfolk de luxe saloon, black, sliding head, green leather, up-town tires, excellent condition, terms, exchange—Rowland Smith, below.

225 One—Austin 18 1950 Hertford de luxe saloon, blue, sliding head, blue leather, carefully used, excellent condition, terms, exchange, 1951 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

1939 Series Austin 18 7-seater saloon, truly a specimen car, always chauffeur maintained, also excellent 1957 similar model—Autowork, Ltd., Winchester, Tel. Winchester 4354. (C1010)

1939 Austin 18 Iver 7-passenger limousine, leather, one private owner, 34,000 miles only, condition as new, 5 months' guarantee, £695—John Gray, 20, Hermitage Lane, N.W.2. Speldred 1242. (C1033)

Austin Eighteen Cars Wanted

CAR MART, Ltd. London distributors, wish to purchase Austin 18 cars—297, Euston Rd., N.W.1. Euston 1212. (0956/R)

ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0924/R)

1938 39 privately owned Limousines also 7-passenger Saloons, urgently required—A. & S. 2, Providence Court, North Audley Street, Mayfair 2941. (W1006)

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0925/R)

AUSTIN TWENTY-EIGHT

LIPOUSINE Ranelagh, 1939, partition, forward occasional, leather, wonderful condition, moderate mileage, low cost, (Pfrs Limousines—List posted), Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

AUSTIN A125 & A135

NEWHAMS, Ltd.
1952 Austin Sheerline saloon, 700 miles only, as new, £1,750. (C8024)

NEWHAM House, 245-9, Hammersmith Rd., London, W.6. Riverside 4646. (C8024)

CAR MART, Ltd.
 LONDON DISTRIBUTORS.

1952 Austin A125 Sheerline saloon, radio, heater, 200 miles, £1,895.

1951 Austin A135 Princess saloon, radio, heater, 16,000 miles, £1,595—Car Mart, Ltd., Austin House, 297, Euston Rd., Euston 1212. (C1039)

MANN EGERTON & Co., Ltd. offer—
1950 Austin Sheerline saloon, grey with grey leather upholstery, mileage 23,000.

14 Berkeley St., London, W.1. Regent 2073. (C1006)

COOMBS & SONS (GUILDFORD), Ltd. offer—
1950 Austin Sheerline, 12,000 miles, £1,195.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 68907-8-9. (C1057)

GORDON CARS (LONDON), Ltd., for Austins.
1950 Sheerline saloon; £985.

GORDON House, 373, Euston Rd., N.W.1. Eus. 5611. (C1023)

BROOKLANDS, Individuality, new and used cars.
1952 Austin Sheerline saloon, grey, radio, heater.

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

1950 (April) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, sliding head, £1,050.

W. J. BROWN, Ltd., established over 30 years.
339 Finchley Rd., N.W.5. Hamstead 4414. (C1025)

FUNERAL HEARSES Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address enquiries: **HARRIS & Saunders (Coachbuilders)**, Ltd., Station Approach, Kew Gardens, Richmond 1161. (8094)

AUSTIN Sheerline limousine, August, 1951, one owner, chauffeur driven, 17,000 miles, heater, radio, loose covers; what offers?—Royal 6517. 13342

£1650—Latest 1952 Austin Sheerline, taxed December, genuine mileage 200 only—Box 3505. (1376)

1951 late Sheerline saloon; £1,250; offer £1,000 under new price—The Copden Engineering Co., Ltd., Cooden, Bexhill-on-Sea, Tel. Cooden 690. (1314)

AUSTIN A125 & A135
 Sheerline saloon, black/leather, 500 miles only, unblemished; £1,575—R. A. Saunders, 141, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1952 (Jan.) Austin Sheerline, black/beige leather, immaculate condition, fitted radio and heater, mileage 14,000; £1,200, new price £2,190—Bowles, Belgavia, Goolie, Tel. 135. (1294)

SHEERLINE, Nov. 30, 1949, one owner, chauffeur maintained, 4-door de luxe saloon, fitted radio, heater, etc., in excellent condition; £850—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 5677-5. (C2048)

1949 (June) Austin Princess, black/beige, one owner, 25,000 miles, excellent condition throughout, outstanding value; £1,045; Tel. for appointment to view—165, Herburn Rd., Waidon-on-Thames 2507. (44448/R)

LIPOUSINE 1951 partitioned Sheerline, 7-forward, black, carefully maintained, mileage negligible, reasonable cost, (Pfrs Limousines—List posted), Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

XXX 4,800 miles only—1951 (September) Austin A125 Sheerline saloon, black with beige leather, luxuriously equipped, sliding roof, radio, heater, pass lamps, a really immaculate one owner car, written guarantee, £825, terms, exchange—R. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (C2003)

XXX 1949 (March) Austin Sheerline saloon, black with beige leather, luxuriously equipped, sliding roof, radio, heater, pass lamps, a really immaculate one owner car, written guarantee, £825, terms, exchange—R. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (C2003)

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
 AUSTIN cars
 REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (C352/R)

AUSTIN MISCELLANEOUS

ARCHIE SIMONS & Co., Ltd.—1950 Austin Sheerline saloon, colour black, beige hide upholstery throughout, fitted built-in radio and heater, nominal mileage, excellent condition in every respect; offered at the attractive price of £375.

1950 Austin A40 Countryman, colour green, 11,000 miles, one extremely careful owner, immaculate condition throughout; £715.

1938 Austin 12 saloon, colour black, brown hide upholstery, £140 recently sold by late private owner on complete overhaul, fitted loose covers, a specimen car in every way; £525—94, Gt. Portland St., W.1. Lan. 1345. (C4013)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (0924/R)

AUSTINS wanted—Smiths, 86, Chalk Farm Rd., N.W.1. G.U. 2767.

F. EDMUNDS, 15a, Cavell St., Brighton 24796, require for Austins, all all models & p.m. night service available.

MARSTON MOTOR CO. for your Austin—Tel. Sta. 9000, Seven Sisters Rd., Tottenham N.15. (0598/R)

ALL models Austin urgently required—Orrin & Taylor, 22, Conduit Mews, W.2. Amb. 6049. (W1028/R)

HATTONS, of Lord St., Southampton, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average—10796, 8.

XXX Cash immediately for good Austin—H. F. A. & Co., 200, Gt. Portland St., W.1. Lang. 1345. (W2003)

WEYBRIIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins—Tel. Weybridge 255. (0541/R)

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts: pre-war and post-war spares in stock, open Saturday until 6 p.m., night service available—Wimbledon Motor Works, Ltd., 29, High St. S.W.19. Wim. 0125. (0414/R)

NORMAND, Ltd.
 The best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St. W.6. Riv. 5665. (0221)

C. G. NORMAN & Co.
 AUTHORISED Austin retailers, service, spare parts and replacement units—50 Vauxhall Bridge Road, S.W.1. Victoria 2211. (0271/R)

THE CAR MART, Ltd.
 LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd. Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.5 (Haring 6717), and 392, Streatham High Rd., S.W.16 (Streatham 7751). (0160/R)

AUSTIN spares for old and new models—Jenners, Ltd., Birmingham. (1682)

FOR Austin spares and replacement units—Sands, Burnham Bucks. 84. (0305/R)

AUSTIN 7 spares; Witham's for the largest stocks at the lowest prices, exchange units, a.s.e. for list—18, Balham Hill, S.W.12. Battersea 3280 3769. (0448/R)

Austin Spares and Service
BROCKHURST GARAGE—Harrow agents for Austin; sales service, spares, reconditioned units—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0003/R)

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units—Try Northwood's first—45-47, Newington Causeway, S.E.1. Hop 2852 2820. (0729/R)

NEW spares, reconditioned, guaranteed, 7, 10, 12; exchange gear boxes and reamins to all types—Farrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. (0367)

WEST LONDON—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. (S3054/R)

AUSTIN spares for cars, vans and commercial vehicles—A. J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedford, Bedfordshire. Tel. Feltham 6274-5. (0359/R)

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively—37, Act Lane, S.W.2. Brixton 1155. (0184/R)

BALLOT

BALLOT 2-litre Austin saloon—White, Willowfield, Steeple Aston, Oxon. Steeple Aston 256. (3254)

BENTLEY (3½ & 4½-litre)

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:
12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. (0005/R)

JACK BARCLAY, Ltd.

RIPPON
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RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley car, Road £2,950.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also Bradford, Leeds and Sheffield. (0806/R)

R. F. FUGGLE, Ltd.
1937 4½ Bentley, Hooper special saloon, complete as new, 1950 kept since car was new, black, upholstered in pink; £1,485.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. (C2017)

HENLYS, Ltd. offer—
1934 Bentley 3½, sports saloon by Hooper, black leather, 12,000 miles, 1 owner; several hundred pounds spent recently in bringing this fine car into first-class condition; an exceptional opportunity. H.P. available—365, Euston Rd., London, N.W.1. Euston 4444. (5994)

SWANMORE GARAGE
BENTLEY and Rolls-Royce Specialists.

1176—1180, Christchurch Rd., Bournemouth.

BENTLEY Mk. VI steel saloon, 1950, 26,000 miles; £1,375.

BENTLEY 4½, overdrive H. J. Mulliner saloon, 1939; £1,375.

BENTLEY 4½, Gurney Nutting saloon, 1937; £1,175.

BENTLEY 4½, Freestone & Webb saloon, 1937; £1,575.

ALL in very beautiful condition; exchanges, terms—Tel. Southbourne 1022. (C4024)

MOTOR Exhibition, 1952.

H. A. FOX & Co., Ltd.
 OFFICIALLY appointed Rolls-Royce and Bentley re-upholsters, ask you to inspect their full range of second-hand Mark VI Bentley saloons, 1938-1952, in excellent condition; available for immediate delivery.

3—5, Burlington Gardens, Old Bond St., W.1. Reg. 7687. (5054)

RUSSELL MOTORS offer—
1934 3½-litre Bentley 4-door saloon by Thrupp & Maberly, fitted Radiomobile, an exceptional car.

RUSSELL MOTORS (KNIGHTSBIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9268. (C5069)

HAROLD RADFORD & Co., Ltd.
 Invite you to call and inspect their unique selection of Bentley cars.

1949 (Mar) Mark VI Bentley 4½-litre drop head coupe by Park Ward with streamlined power-operated hood, colour black with black hood, chassis No. 140 DA, speedometer reading 45,000 miles, new engine recently fitted, in excellent condition.

1949 (December) Mark VI Bentley 4½-litre saloon by James Young, colour black with red leather piped in black, chassis No. B-424, speedometer reading 20,000 miles car in perfect condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6963 (5 lines). (C5047)

GUY SALMON AUTOMOBILES offer: Park Ward all-steel saloon, just completely re-upholstered and reconditioned duo over with blue hide, full history available, a truly outstanding example, £1,250—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- BENTLEY (3½- & 4½-litre)**
- H. HOFFMANN OF HALIFAX, Ltd.**—Send for full details of first-class used Bentley cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944. Prompt member of the Swan Group. (C1037)
- MANN EGERTON & Co., Ltd.**, offer:—
- 1950** Bentley Mk. VI steel saloon, black with beige leather upholstery, mileage 17,000 miles. 14 Berkeley St., London, W.1. Regent 2075. (C1006)
- COOMBS & SONS (GUILDFORD), Ltd.**, offer:—
- 1951** Bentley 4½-litre steel saloon, mileage 20,000; £3,450. Bentley 4½-litre Park Ward saloon; £1,675. **1938** Bentley 3½-litre Park Ward saloon, recent complete overhaul by makers; £1,175. **1934** Bentley 3½-litre Thrupp & Maberly sports saloon. **COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford G2 97-4-9. (C1057)
- LARGE stock of 3½-4½ Bentley cars for disposal.**
- H. R. OWEN, Ltd.**, 17, Berkeley St., W.1. Mayfair 1060 (10 lines).
- PANTILES, Guildford 5326.**—See "Sports Cars." (C1035)
- 1939** Bentley 4-door sports saloon, with overdrive; 1950ins. **E. VANS & O'MALLEY, Ltd.**, Louwens St., Knightsbridge, S.W.1. Sloane 1535, 1709. (C1049)
- £795**—Bentley 3½-litre sports saloon, finished in grey, being an outstanding example. **R. IPOO, Ltd.** (Bentley purchased), 16, Aldemore St., Mayfair, London, W.1. Regent 2352. (C1052)
- SPOITS 2-door 3½-litre Saloon, top, splendid order, exceptional.** **1935** 3½-litre Bentley Barker Saloon, under 10,000 miles since complete overhaul, many extras. Park Ward 4-door 3½-litre Saloon, hood, leather, good history, carefully maintained, excellent throughout. **1938** metal edge 4½-litre Park Ward pillarless Saloon, top, black, 64,000, exceptional condition, bargain. **1947** Bentley Mark VI steel saloon, black, mileage 30,000, delightful condition—good history, £2,390. **Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941.** (C1008)
- 1952** Bentley sports saloon, black, red leather, 11,000 miles, serviced Bentley as new; £4,355.—Box 5416. (C1019)
- CHARLES FOLLETT, Ltd.**, accredited Rolls-Royce and Bentley retailers and repairers, offer at Bentley competitive prices the following:—
- BENTLEY** new and unregistered 1952 big bore, standard steel saloon with bench type adjustable front seat, for quick delivery at list price. (Dec. Bentley Mark VI (big bore) 4½-litre dark blue, mileage 15,000, this car has been very carefully maintained, loose covers have been fitted from new, reduced. £4,355. Bentley Mark VI standard steel saloon, dark blue, one owner, completely checked over and in superb condition, this is a bargain, £3,150. **OFFICIAL** retailers and repairers.—16, Berkeley St., W.1. Mayfair 6266. **SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.5. Cunningham 5936.** (C1040)
- 1948** Bentley Mark VI standard steel saloon, black with lawn leather, modifications and extras, unblemished. £2,950.—Box 1715. (C1039)
- 1947** Bentley Mark VI 36,000 miles, a really lovely car. £2,485.—Taylor & Crawley, 62, Kensington Court, W.8. Western 6015. (C1066)
- 1949** Bentley Mark VI drop head coupe by H. J. Mulliner, for sale, condition unmarred; or offer.—Box 5445. (C1065)
- 1950** Bentley Mark VI H. J. Mulliner saloon, finished in Tudor grey with blue upholstery, in perfect condition, £3,950 or near offer. **CENTRAL MOTORS (SHEFFIELD), Ltd.**, West St. 1, and Bailey Lane, Sheffield, 1. Tel. 22938 & 22939. (C1076)
- 1938** 4½ Bentley LE chassis, special 2-seater drop head coupe by Young of Bromley, certainly one of the most attractive Bentleys on the road. **METCALFE & MUNDOY, 288, Old Brompton Rd., S.W.5. Fremantle 5471.** (C1056)
- 1936** 4½-litre Bentley Park Ward steel saloon, black, brown leather, excellent history, bills available. £1,175, including tax to end of year. **PADDON BROS. 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478.** (C1033)
- 1939** overdrive Bentley MKX series, black and silver, Park Ward special, brown leather, chassis in first-class condition; £1,900.—Paddington 2404. (C1042)
- 1947** Bentley, H. J. Mulliner body, 2-door sports, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)
- 1935** Bentley 4-door tourer, superb condition, body by Funder, Park Ward 1695.—Central Garage (Croydon), Ltd., Foll Rd., Croydon, Tel. Croy. 3112. (C1042)
- BENTLEY** Mark VI 1950 black standard steel saloon, immaculate condition, bargain price to private buyer.—Tel. "Bentley," Reliance 1291, or 159, Clapham Rd., London, S.W.4. (C1051)
- 1950** (June) Bentley 4-door saloon, immaculate, 14,000 miles; serviced by Bentley Motors; £3,395.—A. Freeman, Ltd., Grosvenor Garage, Burslem Lane, Manchester, Tel. Manchester 2674/5. (C1052)
- 1951** (late) Bentley Mark VI (big bore), grey, red leather, 18,000 miles, B.M.T.A. permission; £4,050.—Clayton's Cars (London), Ltd., 337, Fuston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)
- 1951** (May) Bentley Park Ward saloon, black, brown leather, 9,900 miles, one owner, carefully driven, serviced by agents, £3,250 or nearest.—Std. Simmonds, Butcher, Kidderminster, Tel. 2675. (C1065)
- A. JACKSON offers:—**
- 1950** Bentley Mark VI standard saloon, grey, grey leather, in excellent condition throughout; £3,250. **1948** (June) Bentley Mark VI, 45,000 miles, two owners, black, grey leather, fitted chromium wasteline, steam washers, latest type v-belt drive and rimbrillies, has external appearance of '50/'51 model; £2,550. **1948** Bentley Mark VI standard saloon, finished black and silver, 48,000 miles, excellently maintained, a very attractive car; £2,400. **1937** Bentley 4½-litre K.P. series drop head saloon by Thrupp & Maberly, two owners, in excellent mechanical condition, paintwork, etc. extremely well maintained, a most attractive car; £1,195. **1936** black, brown leather, new hood, nearly new tyres, recent build at Bentley's (£350), an extremely genuine motor car; £1,075; tel. for appointment to view.—165, Hensham Rd., Walton-on-Thames 2907. (C1444)
- 1950** Bentley Mark VI standard steel saloon, black with beige leather, 24,000 miles, coachwork and mechanical condition excellent throughout. **CHARLES ATTWOOD & SON, Ltd.** (Bentley Special Car Retailers), Wolverhampton, Tel. Wolverhampton 2007. (C1057)
- 1949** (July) Bentley Mark VI saloon, guaranteed mileage 10,000, unused 2 years, £2,950; this car a mile new in every respect, exchanges or terms.—16, Southend Rd., Beacham, Tel. Beacham 1345. (C1058)
- 1939** taxed late 1938, Mk. VI series overdrive 4-door Park Ward sports saloon, black, heater, Radiomobile, excellent condition, chrome bumper maintained, faultless condition; £1,850.—Wet. 0560. (C1057)
- CLARKE'S OF PIRBRIGHT, Surrey**, 15070 engineers, officially appointed retailers and repairers, offer a twenty-four-hour service to owners; used cars available for inspection.—Tel. Pirbright 2201-2. (C1058 R)
- 1951** Bentley Mk. VI standard steel saloon, loose cover, radio, 1950ins, guaranteed mileage 10,000, unused 2 years, £2,950; this car a mile new in every respect, exchanges or terms.—16, Southend Rd., Beacham, Tel. Beacham 1345. (C1058)
- 1949** (November) Bentley Mark VI s/s saloon, finished in black with brown furniture hide, complete with all extras, mileage; £3,000, o.n.o.—John Croall & Sons, Ltd., Castle Terrace, Edinburgh, Tel. 7247. (C1067)
- 1952** (February) Bentley Mark VI (big bore) black standard saloon, brown leather, showroom condition, mileage 5,900, wireless, heater, demisters, screen washers, 4-door, £2,950.—18, Finsbury Rd., Eastbourne, Tel. 4030. (C1514)
- 1952** Bentley Mark VI (big bore) silver grey 4½-litre sports saloon, immaculate condition, 14,000 miles with facelift, chrome bumper, screen washers, Coventry fitted, £2,450.—3, Kilmure Rd., Bournemouth, Tel. 2461. (C1559)
- 1952** (May) Bentley (large bore) H. J. Mulliner all-metal saloon, finished in two-tone grey, blue upholstery, complete with all extras, mileage 2,200, immediate delivery.—John Croall & Sons, Ltd., Castle Terrace, Edinburgh, Tel. 7247. (C1556)
- £865**—Bentley sports saloon (November, 1951), beautiful 4-light body styling by Park Ward with red leather interior, bills available for complete engine, second machine and Bentley specialists, excellent tyres and the whole car in superb condition. **CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue.** (C1035)
- 1938** (July) Bentley 4½ Guernsey Nutting standard coupe, finished in black, grey leather interior, car has just been completely overhauled by Bentley agents, in really beautiful condition.—Hose & Young, 8182, 63, Sternhead Ave., S.W.2. Tulse Hill 6400. (C1054)
- 1952** model Bentley Mark VI standard steel saloon, in first registered December, 1951, large bonnet, finished black with brown hide interior, tailored Tarnish seat covers by Karobon, mohair rear rug, genuine 10,000 miles, serviced Bentley Motors, almost as new throughout; £4,250. (C1559)
- 1952** de luxe saloon, black, blue hide, genuine hide mileage, as new; £4,750. **ORRINS, 95-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581.** (C1276)
- BENTLEY, 1948** (July) Mark VI 4½-litre standard radio, one owner, engine and chassis completely overhauled by Bentley including current modifications; superb condition throughout, details from Bentley Motors, Regent Rd., Great Yarmouth 5273-4. (C1285)
- JACK OLDING OF MAYFAIR, official Bentley and Rolls-Royce retailers offer a new and unregistered (large bore) Mark VI Bentley with standard and Aero wire wheel driver saloon coachwork for early delivery; also a selection of used cars in first class condition. Bentley House, North Audley St., W.1. Mayfair 5242-3-4. (C1050)**
- BENTLEY 4½-litre Mark VI standard steel saloon, black with beige leather upholstery, first registered 25th November, 1948, fitted with radio, heater, demister and windscreen washer, immaculate condition, price £2,500; incorporating comprehensive guarantee, deferred terms and part exchange.—Kennings, Ltd., Leadmill Rd., Shepherd's Bush, W.2. Tel. 26451. (C1060)**
- 1950** Bentley Mark VI standard steel saloon, but with many special features, 25,000 only and regularly serviced by Bentley Motors, is being sold (first set), definitely looks like a new car and open to any examination or trial.—W. J. Reynolds (Motors) Ltd., Main Ford and Motor Dealers, Ford House Rd., Dagenham Rainham 770 (6 lines). (C1065)
- 795** ens.—Bentley, October 1954, 3½-litre special sports 4-seater by Guernsey Nutting, black, dark green hide, P100 headlamp, standard and Aero wire wheels, spot lamp, twin horn, tonneau cover, uncommon tyre, completely unmarred in original condition, condition, terms, exchanges; list: open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)
- BENTLEY (other than 3½- & 4½-litre)**
- 1924** Bentley 3-litre short chassis 2-seater for sale; £250 or offer.—Box 5465. (C1264)
- PERFORMANCE CARS**—Good selection always available; written guarantee.—See under "Sports Cars." (C1041/R)
- 3-litre Blue Label**, one owner since 1936, brakes and clutch retimed, new battery, well shod, re-geared, taxed Dec., been used as family car, excellent all-weather equipment, close fitting 3-length hood, making occasional 4-seater with very large luggage load, fitted toning attachment; £115.—Box 5491. (C1264)
- PROBABLY** finest 5-litre Red Label Bentley, 1927, fitted 1933 Corvica body with hood, engine completely rebuilt and new hide upholstery in 1951, servo brakes, 19in wheels, excellent tyres, fitted all weather equipment, genuine 22,000, owner most reluctant to sell; £500 o.n.o.—Apply 19, Hillcrest Rd., Otford, Stockport. (C1204)
- Bentley Cars Wanted**
- S. G. OUR demand is urgent.**
- OWNERS** who have Bentley cars for disposal are invited to communicate with the Swan Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Martin 3060. Head office, Huddersfield, Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944. (C1016 R)
- C. M. THE CAR MART, Ltd.**, wish to purchase Bentley cars.—Glochester House, 150, Park Lane, 30 (Corner of Piccadilly) Grosvenor 5434. (C1058 R)
- ROWLAND SMITH'S, the Bentley buyers**—Hampstead High St. (Hampstead Tube)—Ham. 6041. (C1027 R)
- HATTON MOTORS, Ltd.**, Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St., Midland 2437. (C1057 R)
- WEYBRIDGE AUTOMOBILES, Ltd.**, officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (C1048 R)
- WE** are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, West St., Crystal Palace S.E.1. Tel. 3362. (C1062 R)
- E. D. ABBOTT, Ltd.**, officially appointed Bentley retailers are open to purchase pre-war privately owned Bentley saloons and coupes.—Farnham, Surrey, Tel. 6282. (C1016)
- STANDARD steel saloon Bentleys**, post-war, please state full particulars and lowest cash price.—R. S. Reid (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 2431-2. (C1058 R)
- WANTED**—1936, '37 or '38 Bentley 4½-litre 4-door saloon, prefer car recently overhauled, dollars paid through New York bank for satisfactory automobile.—Lesport M. Kay, 645, Riverside Drive, New York, N.Y. 10011. (C1507)
- CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers, buy good late cars.—16, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard off Elgin Ave., W.5. Tel. Cunningham 5936-7-8. (C1059 R)
- Bentley Dealers and Services**
- JACK BARCLAY, Ltd.**
- LARGEST** official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types. **WORKS, 10, Lombard St., Morden Rd., Merton, S.W.15. Liberty 7222 (8 lines).** (C1024 R)
- JACK OLDING, official Bentley retailers**
- RECEPTION** for service in the heart of Mayfair, complete overhauls, mechanical or coachwork. **TEL. Mayfair 5342 for collection.—18, Providence Court, W.1. (C1050/R)**
- CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers. **SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.** (C1042 R)
- SPARE parts.**
- SERVICE: Barnsdale Yard, off Elgin Ave., W.5. Tel. Cunningham 5936-7-8.** (C1059 R)
- CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Croy. 7464. (C1042 R)**
- B.M.W.**
- DICKS.**
- 1939** B.M.W. 16hp drop head coupe, very fast and attractive, well maintained; £550. **DICKS CAR SALES, Ltd.**, 365-401, High Rd., Kilburn, N.W.4. Vaux 688-9. (C1072)
- BOND MINICAR**
- RAYMOND WAY.**
- RAYMOND WAY OF KILBURN.**
- RAYMOND** way, the hire-purchase specialists.
- 1951** Bond Minicar 2½-seater, exceptionally well maintained, small mileage, fitted with 12v starter and car type battery, 85mpg, the cheapest motorcar in the world. 22mpg.
- HIRE-PURCHASE** terms on the spot with no reference to credit, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.
- RAYMOND WAY, Canterbury Rd., Kilburn, N.W.4. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C1047)**
- Bond Minicar Wanted**
- BOND MINICAR**, in good condition, for cash.—Tel. Vauxline 2008 or 2074. (C1048)
- PRIDE & CLARKE, Ltd.**, the Bond Minicar buyers; H.P. companies settled; exchanges.—Stockwell Rd. S.W.5. Euston 6251. (C1046 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bond Minicar Spares and Service
CENTRAL GARAGE, Croydon, offers spares and service for Bond Minicar—Central Garage, Croydon (S1042/R 7494).

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small, free advice on all Bond models; latest modifications can be fitted to older models required.
RAYMOND WAY, of Kilburn. (10827/R)

BRISTOL

L. F. WARD, Ltd.

BRISTOL 400 saloon, colour blue, 52,000 miles, two owners, £1,175. (10236/R)

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. MAYfair 0146. (10264/R)

ANTHONY CROOK offers:
1950 type 401, under 10,000 miles; 1950 type 401, Superleggera coachwork, one owner, in immaculate condition; 1950 type 402, drop head coupe in immaculate condition throughout; and 1949 type 400—Anthony Crook Motors, Ltd., leading Bristol distributors, Fove End, Caterham Hill, Surrey, Tel. 2232-3. (10103/R)

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—32, Hay's Mews, Berkeley Sq., W.1. Gros 2563. (10236/R)

GORDON CARS (LONDON), Ltd., for Bristol.

1951 Bristol 401 saloon, radio, superbly maintained, exceptional condition—355. (10203/R)

GORDON HOUSE, 573, Euston Rd., N.W.1. Eus. 6011. (10203/R)

BROOKLANDS: Individually, new and used cars.

1950 Bristol 402 drop head coupe, maroon, radio, heater.

103 New Bond St., London, W.1. MAYfair 8551-6. (10104/R)

FRAZER-NASH CARS will consider reasonable offers for any of the following used Bristol cars:—

1950 (Sept.) 401 saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition.

1949 (1950 series) 401 with Farnia 2-4-seater convertible, colour, bodywork, 4707. Blue leather.

1949 400 saloon, beige leather, metallic green, radio, heater; also several other type 400 Bristol.

FALCON WORKS, London Rd., Isleworth, Middlesex. (Hounslow 0011). (102013/R)

GUY ALFRED & Co., Ltd.—1949 Bristol 400 saloon, super order—4-7, Warren St., W.1. Euston 3262. (10102/R)

BRISTOL late 1950 black 401 model, as new, heater and radio; £1,900—John Alcock, Waleys St., Basingstoke-on-Trent. (1214)

UNIVERSITY MOTORS, Ltd., sole distributors, London, Home and Eastern Counties, Stratford House, Piccadilly, W.1. Grosvenor 4141. (10618/R)

1949 Type 400 Bristol saloon, exceptionally low mileage—Autocars, Ltd., Winchester. (101010/R)

1949 Bristol type 400 saloon, black, fitted radio and heater, one owner, other than new, latest modifications, unmarked and in superb condition; £1,295.

HARROLD MOTORS (BPE), Ltd., Harrold, Basingstoke, Hants. Tel. 41127. (10184/R)

Bristol Cars Wanted
BARTLETT, the Bristol buyers—27A, Penbridge Villas, W.11. (101015/R)

RICHARDS & CARR buy Bristol—35, Kingston St., Wilton Place, London, S.W.1. Sloane 5424. (103043/R)

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars—Falcon Works, London Rd., Basingstoke, Hants. (Hounslow 0011). (10176/R)

BRITISH SALMOON
1938 British Salmoor 12hp 4/4 coupe, wonderful finish, cond. mod. immac. ever sellable. Clean interior, outstanding specimen for year. £280—Charr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. (13353/R)

B.S.A.
1954 B.S.A. Scout, late 1953 Series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 5 Scouts, terms, exchanges; all open 7-7 week-days and Saturdays—Bee and Smith, Hampstead (Hampstead Tube), Hampstead 6341. (104016/R)

B.S.A. Cars Wanted
B.S.A. in good condition for cash—Tel. Valentine 2098 or 4074. (10447/R)

ROWLAND SMITHS, the B.S.A. buyers—Hampstead High St. (Hampstead Tube), Hain. 6041. (10238/R)

B.S.A. Spares and Service
BASIL ROY, Ltd., B.S.A. (Scout) motor; (parts) comprehensive stock; wholesale and retail—161, St. Paul's St., W.1. Lancham 7553. (10444/R)

SCARE parts for 10hp and 12-6 BSA cyclecar—St. Paul's St., W.1. Lancham 7553. (10444/R)

SCARE parts for 10hp and 12-6 BSA cyclecar—St. Paul's St., W.1. Lancham 7553. (10444/R)

BUCATTI
BUCATTI Royale, ex King Canal, this very famous car is now for sale at the very reasonable price of £700.

CONNAUGHT ENGINEERING, Portsmouth Rd., Sand. Surrey, Ripley 5122. (101056/R)

Bugatti Spares and Service
J. LEMON BURN, Ltd., 100, Regent St., London Rd. 1331. (0071/R)

BUICK
ACRES offer:—

1950 (August) Buick 50hp saloon, finished in black with cord upholstery, fitted Tygon seat covers, heater, radio, extra, speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive model has been beautifully maintained and serviced and is in magnificent condition throughout and is indisputably from brand new; first £2,250 reserves.

A. G. R. AUTOS, Ltd., 2, Greenham Hill, London. A.S.W. Tel. Tulse Hill 1909. (107092/R)

BUICK

SIMPSON'S offer:—

1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. American Car Specialists. Tel. Wembley 8691/3903. (13015/R)

OVERSEAS CARS, Ltd.

1934 28.2 8-cylinder Buick saloon, maroon, one owner, genuine mileage 18,000 odd, beautiful condition throughout, £495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (13051/R)

RHD 1949 Super Buick 4-door saloon, colour blue, below.

RHD 1947 Super Buick, colour black, 4-door saloon, all extras, excellent condition—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4456. (104028/R)

1947/8 Buick super series 50, all electric convertible, built-in radio, heater, etc., excellent condition throughout, 1/4 drive, £675.

PIETER BAYLOCK CAR SALES, 104, High Rd., Chislehurst, W.4. Chislehurst 2725/5670. (101014/R)

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METCALFE & MUNDY, 290, Old Brompton Rd., S.W.5. Frensham 5471. (13064/R)

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1946 Buick Series 70 Roadmaster 1/4 drive, absolutely perfect throughout, Eng. Car Rev. Soho Garage, Soho Sq., W.1. Ger. 6678-9. (13552/R)

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7-SEATERS private 1937-79 Lincolns required. Cash waiting—Alps & Saunders, Providence Court, North Audley Street, MAYfair-2941. (107006/R)

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models—Sherrington, Buick House, Albemarle St., London, W.1. Regent 7121. (10304/R)

BUICK Spares and Service
REPAIRS: reconditioned gear boxes (guaranteed), —10, Winchester Mews, N.W.3. Pri. 2647. (10139/R)

BUICK sole concessionaires Lendrum & Hartman, Ltd., Buick House, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. (10141/R)

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PHILIP RICHARDS, Ltd., offer:—

1939 Cadillac 60 saloon, black, 62,000 miles, radio, heater, seat covers, perfect condition.

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1949 Cadillac 4-door sedan, h.v. hydraulic extra, low mileage, luxurious car—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. (11769/R)

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SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. (104015/R)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Sherrington; Buick House, Albemarle St., London, W.1. Regent 7121. (10004/R)

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SIMPSON'S offer:—

1951 Chevrolet de luxe 4-door saloon, radio, heater, seat covers, low mileage.

1949 Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers.

1949 Chevrolet saloon, right-hand drive, all extras; choice of 2.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. (104015/R)

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1950 Chevrolet Styleline saloon de luxe, 1/4 d.

1949 Chevrolet Styleline saloon de luxe, r.h.d.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. (101027/R)

BROOKLANDS: Individually, new and used cars.

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103 New Bond St., London, W.1. MAYfair 8551-6. (101029/R)

CHEVROLET, 1936, 30hp saloon, black, one owner, low mileage, car in perfect condition, 20mpg taxed December written guarantee, £325—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wadlow 2643. (102057/R)

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CHEVROLET first hand coupe with folding occasional seats at first 1951, 6-cylinder 30hp, attractive car, £335—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Sales, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). (103065/R)

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RAYMOND WAY.

RAYMOND WAY of KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.

1946 Chrysler Royal left-hand drive, semi-4/4 sedan, immaculate beige cellulose, extreme close upholstery, reconditioned, 1940 1/4 engine fitted, mileage approximately 200; built-in push-button radio, many other extras including Ace sunshields, issued December, £3,900.

HIRE purchase terms on the spot with no references, no formalities or guaranties, part cash, 150 on your present motor cycle or car; always 300 cars under £500 to choose from.

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1939 19.8 Chrysler 4-door saloon black, grey Bedford 1000 1/2 subcompact, fitted with H.M.V. radio, immaculate, £425, terms and exchange, £1,200—Apply Ensign Lodge, Manor Park Rd., Nymans, Warricks, Tel. Nymans 2965. (104047/R)

7-PASSENGER 1939 Royal 4-door 28hp Saloon, leather, \$1,000, privately owned, reasonable cost. Alps & Saunders, Providence Court, North Audley Street, MAYfair-2941. (107006/R)

1949 Chrysler Plymouth 24hp de luxe saloon, fitted miles only since new, immaculate condition; offers over £1,200—Apply Ensign Lodge, Manor Park Rd., Nymans, Warricks, Tel. Nymans 2965. (104047/R)

£285—Rare and beautiful Chrysler Dodge de luxe 1938, with sunshine roof and leather upholstery; this vehicle, although registered September 1938, literally looks and runs as well as post-war example; worth £280; 3 months' guarantee; hire purchase, exchanges.

L. AMES, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin 6221. (102062/R)

£365—1939 Chrysler Winton de luxe saloon in excellent condition throughout, two-tone paint, beautiful low, high interior, overdrive, fitted maker's 20hp engine and four new Dunlop 110s tires, bills produced, an opportunity—Ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6150. (101042/R)

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CHRYSLER distributors, will purchase all types of Chrysler vehicles—50-65, Belzine Rd., Swiss Cottage, N.W.6. Tel. 5555-2155. (10415/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. (104015/R)

ROWLAND SMITHS, the Chrysler buyers—Hampstead High St. (Hampstead Tube), Hain. 6041. (10238/R)

7-SEATERS private 1936/39 (34/26 p.p.) Lincolns required, cash waiting—Alps & Saunders, Providence Court, North Audley Street, MAYfair-2941. (107006/R)

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1949 Delahaye four-door drop head coupe by Pen-
n-1534 engine with total gear box
wearing mileage 18,000 miles; this car must be one of the
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blue with blue leather upholstery. (C1064)
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M. Fremantle 5471.

1950 Delahaye drop head four-seater coupe, model
1534 fitted with total gear box, this car is
without doubt one of the most beautiful cars in exist-
ence today, finished in dark brown, interior upholstered
in finest quality powder blue blue, with new, car-
peted with blue piping to match, a most excellent ex-
ample of the French bodybuilders art, creates a most
impressive and elegant wherever one drives, the mechanical
qualities of these cars need no comments, also will
exceed 100 m.p.h. and will average over 30 m.p.g.;
the car is literally unmarked and must appeal to the
sensible sportsman requiring something definitely out
of the ordinary, fitted many extras, new tyres, (C1064)
MAYFAIR & MUNDY, 280, Old Brompton Rd., S.W.5.

MAIDSTONE ENGINEERING CO. Chas. St., Pendle-
ton, Salford, 6, Manchester, Fen. 3457. (C1000)

Delahaye Spares and Service
SELBORNE (MAYFAIR) Ltd. Delahaye motor con-
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£465—1950 (November) Delow 1000 super sports,
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B. & M. GARAGES Ltd. for super reconditioned
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NEW big-end and main bearings to D.K.W. crankshafts.
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DODGE
1952 model Dodge 2500 car, first registered
November, 1951, fitted with hydraulic gear
change, wireless, heater and Tyran loose covers, low
mileage, £1,950 o.n.p. apply J. H. Spence & Sons
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Dodge Cars Wanted
7-SEATERS private 1937/38/39 Limousines required,
cash waiting—Alpe & Saunders, Providence Court,
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DODGE specialists, repairs, spares, exchange engines,
—Church Road Engineering Co. Ltd., Dodge Dis-
tributors, Huddersfield, Essex. 5947/717. (C1018/R)

DODGE specialists, repairs, spares, exchange engine
service—L. A. Mitchell (Motors), Ltd., 1, Balham
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MAYFAIR GARAGES Ltd.—From Paris Court to our
premises bus 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80,
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10610/R

MAYFAIR GARAGES Ltd. can give immediate de-
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series coupes with 3 months guarantee at £275, these
cars are written-up by "The Car," copy on request—
10610/R

MAYFAIR GARAGES Ltd.—23 used Fiat in stock
from £175 to £255—Below.

MAYFAIR GARAGES Ltd.—December, 1950, 5000 cc
luxury four door fixed head coupe, 2 1/2 drive, finished in
standard Fiat lute green and beige with cord interior
to match, latest type front, small mileage, one owner
since new, extremely smart and rare car with out-
standing performance, 3 months guarantee, £650—
Below.

MAYFAIR GARAGES Ltd.—1940 (registered 1950)
1500 special Castagna drop head four-door coupe,
1 1/2 drive, post-war type front and wheels, reconditioned
4-cyl. motor and black with soft brown leather up-
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continental-looking car with outstanding road per-
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MAYFAIR GARAGES Ltd.—Post-war 1947 (registered
1949) 500 cc luxury convertible coupe, 1 1/2 drive,
new, cord upholstery, Tyran loose covers, bumpers, all
new tyres, reconditioned engine 2,000 miles, new, Fran-
co filter, excellent condition throughout, 3 months
guarantee, £425—Below.

MAYFAIR GARAGES Ltd.—Late 1939 500 2nd series
supercharged de luxe convertible 4-seater saloon,
finished in chocolate and cream with brown leather
upholstery, very smart car with incredible road per-
formance for only 5700 cc Arnott bower, K1-25, fully equi-
ped, 3 months guarantee, £355—Below.

MAYFAIR GARAGES Ltd.—1939 500 2nd series de
luxe fixed head coupe, black and cream, new
Tyran loose covers, new, excellent condition,
3 months guarantee, £435—Below.

MAYFAIR GARAGES Ltd.—1939 (registered March,
1940) 500 full 4-seater station wagon, cream with
blue loose covers, rear door, latest luxury, powerful
ideal country utility car with economical performance;
3 months guarantee, £355—Below.

MAYFAIR GARAGES Ltd.—1938 500 convertible
coupe, blue leather roof, new tyres, new bat-
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3 months guarantee, £195—Below.

MAYFAIR GARAGES Ltd.—1938 500 convertible
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

MAYFAIR GARAGES Ltd.—1937 (registered 1940) 500
coupe, black, new hood, sound car in excellent
running condition, 3 months guarantee, £175—Below.

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FLAIRMONT BROS. Ltd. always have a stock of at
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**500 model, 1939, 2-seater, choice of three—Fus
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1939 1100cc sunbeam saloon, leather upholstery,
mechanically excellent, tyres as new; £365;—
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C. V. HUSHER, the Fiat specialist for guaranteed
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FIAT 500cc, reconditioned engine and gear box, re-
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£250—(March, 1950) 500 coupe, excellent condition
and appearance, huge black radio—Baldwin,
37, Mornington Cies., Cranford, Middx. (15194)

1938 Fiat 500 coupe, excellent condition; £245;
terms and exchange—H. Rose, Larch Garage,
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1937 Fiat 500, repaired, with A.A. report; £220;
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325cc—Fiat 1500, late 1952, 4-door pillarless
saloon, black, fawn leather, oversize tyres,
carefully used, excellent condition; terms, exchange—
Rowland Smith, 6011. (10450)

245cc—Fiat 500, 1939 convertible coupe, grey, red
leather, good tyres, excellent condition; taxed,
terms, exchange, list open 9-7 week-days and Satur-
days—Rowland Smith, Hampstead (Hampstead Tube),
Hampstead 6041. (C1018)

1938 1100 d.h.c., immaculate condition, special
3.62 axle, also standard 4.66, 16-in. wheels,
economical—Nunn, 6,
Ferne Rd., Bournemouth. (13579)

295cc—1939 Fiat 500 convertible coupe, steel
grey, red leather upholstery, very well main-
tained, 1200 cc, 1200 cc, laid up during war, new
hood, battery, tyres; new car arrived—Lees, Ashham
Bryan, York 6575. (1604)

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ROWLAND SMITH'S the Fiat buyers—Hampstead
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FIAT in good condition, for cash—Tel. Valentine
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MAYFAIR GARAGES Ltd.—Particularly good cash
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Fiat's yearly than any firm in the country; telephone or
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FIAT (ENGLAND) Ltd. Water Rd., Wembley, sole
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of genuine Fiat spares and service—Tel. Festive 5281,
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FIAT 500cc genuine Fiat spares, reconditioned engines,
new hoses, starters, dynamo, timing chain, etc.,
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fitted same day, own engines reconditioned 7-10
days, new and used engine chassis and body parts—
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MAYFAIR GARAGES Ltd. Fiat repurchases, sales
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and accessories stocked—Mayfair Garage, Ltd., Bal-
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Open 9-6, Sat. 9-12. (10532/R)

FORD (8 h.p.)
W
HAROLD PERRY Ltd. Invicta Works, 279, Bal-
lam Lane, North Finchley, N.12. Tel. Hillside 4444. (10644/R)

1950 Ford 8 h.p. Anglia saloon, colour green, 11,000
miles, open car, excellent car, £495—
1948 Ford 8 h.p. Anglia saloon, colour black, choice
of three all in showroom condition; £450—
These cars are available for demonstration anywhere,
any time; hire purchase terms can be arranged.
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4444. (C1042)

PERRY'S OF HARROW.
HAVE an excellent selection of post-war 8 h.p. saloons
available.
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W. J. BROWN, Ltd. For Guaranteed Fords.
1938 (Sept. 1) Ford 8 h.p. blue, blue reline upholstery;
W. J. BROWN, Established over 50 years.
339 Finchley Road, N.W.3. Hampstead 4414. (C1025)

1949 Ford Anglia saloon, low mileage, immaculate;
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-
Thames, Kin. 2241. (C1045)

1947 brown leather, 2-seater, 25,000 miles, black
Douglas Car Sales, 106/102, Great Camberide
Rd., Enfield, Tel. Enfield 5150. (C1075)

£169—1936/7 Ford 8 h.p. de luxe saloon, reconditioned
engine, choice of two—Below.

£325—1947, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 28

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

CAR MART, Ltd.

1950 Ford Prefect saloon, 15,000 miles: £655.—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. (C1039)

JACK ROSE, Ltd., offer:—

1951 (October) Ford Prefect, black in leather, absolutely as brand new B.M.T.A. consent, covered price.—Jack Rose, Ltd., Stafford Rd., Wallingford, Surrey. Wallington 6677-9. (C1056)

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with red upholstery, like new, recorded mileage 2,098, £695. 836 642, High Rd., N.12. Hillside 0024. (C1027)

GLANFIELD LAWRENCE offer:—

1948 (December) Ford Prefect saloon, black with red leather, one owner, 3,000 miles since complete mechanical overhaul, an exceptional example, £510.—407, High Rd., N.12. Finchley 0091. (C1055)

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Ford Prefect, leather, one owner, taxed, immaculate, £595.—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. (C1039)

1949 Ford Prefect 4-door saloon, black green leather upholstery, reconditioned engine, £595.

THREE months' guarantee; terms: list on application.—Wells Hall, Road Garage offer:—

1947 Ford Prefect, black with leather, reconditioned engine, new brakes, kungins, etc. £595.

WELLS HALL, ROAD GARAGE, Well Hall Rd., S.E.9. Eitham 3534. (C1040)

W. J. BROWN, Ltd., Used Ford Specialists.

1949 (June) Ford Prefect saloon, black, brown leather upholstery, one owner: £575.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Road, N.W.3. Hampstead 4412. (C1025)

1946 Prefect saloon, black, fawn cloth, just fitted works reconditioned engine: £595.

ROBINSON, 95-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. (C1043)

FORD Prefect 1949, 15,000, condition perfect: £500.—Wagstaff, Greenfields, Holmoorside, Chatterfield, Tel. 6455.

TO THE Trade only.—Post-war Ford 10 available from stock ready for your showrooms; we also wish to buy cars, may be quote for yours.

GERRY BROWNE MOTORS, Ltd., 55/57, South Western 4531 (3 lines). (C1031)

1947 Ford 10 Prefect saloon, reconditioned engine.—Chain Garages, Ltd., Hanger Lane, Junction of Western Ave. & Ealing, W.5. Tel. 3104-5. (C1045)

£295.—1959 Ford Prefect saloon, fitted 1952 new front, rear, bumpers.—Bryce Motors, 185-186, West End Lane, N.W.8. Hampstead 6490. (C1064)

1950 Ford Prefect saloon, black, low mileage.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3568. (C1027)

1949 (November) Ford Prefect, black, in cloth, with covers, many extras, excellent condition throughout: £475.—Haskins, Ladbrooke 1155. (C1047)

1950 (Sept.) Prefect, green, fitted front-wheel suspension, rear, 2 1/2 inch 2022 coil springs, 15,000 miles, £645.—62, Billet Rd., Walthamstow. (C1054)

1949 Prefect, new engine, £545; trad. and exchange enquiries invited.—O. P. Murray, Ltd., 54, Silverthorn Hill, B.W.2. Tulse Hill 4386. (C1016)

ARTHUR E. GOULD, Ltd., 200-202, Regent St., W.1, and 9-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. 10579-8. (C1058)

1949 Ford Prefect, one owner, leather upholstery, really good condition, private sale; price £520.—Write "F.P.O." c/o Dixons, 1-3, Hills Place, Oxford St., W.1. (C1053)

NAYLOR & ROOT.—1949 Ford Prefect saloon, beige, brown, exceptional condition: £545; 6 months guarantee.—25, East Hill, Clapham Junction, S.W.11. Bath 2252. (C1062)

1950 Oct. Prefect saloon, green leather upholstery, radio, immaculate: £560.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C1049)

1940 Ford Prefect four-door d.h. coupe, grey and red, rare model, beautifully maintained: £295.—Northern Motors of Harrow, 186-184, Park Rd., Harrow 4444. (C1025)

1947 Ford Prefect 4-door saloon, leather, excellent condition, guaranteed: £595; exchanges: terms.—Palmer, 4, Russell Gardens West, Kensington, W.14. Park 9704. (C1054)

1948 (July) Ford Prefect 4-door saloon, fawn, carefully used, excellent condition and a bargain at £595.—Grove Garage & Motors, 322, Fox St., Edmonton, N.9. Tel. 4162. (C1069)

£425.—1947 Ford 10 Prefect saloon, 4-door leather upholstery, one owner since new, genuine car, terms, exchanges: 30 other cars.—Transfer Motors of East Ham, Grange Road 2350/5534. (C1043)

1950 Ford Prefect, colour beige, speedometer reading 6,000 miles, new condition throughout: £615.—Modern Service (Wimbledon) Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. (C1048)

£444!—Absolute gift!—Ford Prefect 4-door saloon, 1949 model, but immaculately maintained and looks and runs like brand new; don't miss this, it is irreplaceable; 5 months' guarantee, hire purchase, exchanges. (C1051)

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin 6221. (C1062)

Ford Prefect (June, 1949), one driver, chauffeur cared for, 14,000 miles, perfect condition, colour green, two new tyres, taxed to January, 1953, price £595; no underbid entertained; trial any Saturday or Sunday.—Te. Windsor 513. (C1014)

FORD (10 h.p.)

1951 Ford Prefect, an immaculate car which has only done 6,000 miles, radio, heater, etc. must be fitted, balance of covenant to be signed: £650.—Fry's Motor Works, 56/54, Lee High Rd., Lewisham S.E.13. Tel. Lee 5434. (C1030)

365 cms.—Ford Prefect, September, 1941, 4-door saloon, black, red leather, radio, defrost, good tyres, carefully used, exceptional condition; taxed: choice of 4 Prefects; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

XXX Quite exceptional Ford Prefect 4-door saloon (December, 1949) black, silver wheels, brown leather, radio, fog lamps, one ownership, appearance practically indistinguishable from new, thoroughly recommended; written guarantee: £555; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 6012. (C1005)

Ford Ten Cars Wanted

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5454. 10174-R.

FORD 10 in good condition, for cash.—Tel. Valentine 2036 or 4674. (C1043)

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton Surrey, Violant 1121. (W5044-R)

ROWLAND SMITH, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. 1055-R.

MARSTON MOTOR CO. Ltd. for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (10178-R)

1949 1950 Ford Prefect saloon wanted for cash.—"St. Clair," Chestnut Close, Amersham Bucks. (W1003)

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Crickwood, Ltd? 200-220 Crickwood Broadway, London N.W.6. Gladstone 2254. (W2006)

FORD CONSUL

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Consul saloon, colour opal, leather upholstery, fitted heater, 13,000 miles, one owner, terms, subject to B.M.T.A. consent: £695.

THIS car is available for demonstration anywhere, any time hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C1042)

1952 Consul saloon, 5,000 miles, subject balance of covenant, controlled price.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3568. (C1027)

1951 (November) Ford Consul 6,000 miles, leather, radio, heater, subject to balance of covenant: nearest £795.—Hendry, 32, Crescent Rd., Leigh-on-Sea. Leigh-on-Sea 75014. (C1245)

FORD ZEPHYR

1951 (May) Ford Zephyr, 15,000 miles, all extras, subject to Covenant: £645; terms and exchanges.—S. S. Skirne & Sons, Ltd., 24, Commercial Rd., Woking 530. (C1344)

FORD (V.8)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford V.8 Pilot saloon, colour black, leather upholstery, in good condition throughout.

THIS car is available for demonstration anywhere, any time hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C1042)

RAYMOND WAY, RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists

1939 Ford V.8 22hp saloon, black with green leather upholstery, engine replaced, mileage approximately 7,000, economical to run, taxed December 22nd.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. 25, Maids Vale Road, connecting all branches and departments (Kilburn Park Station, Bakerian Line, 150 yards). (C1047)

H A SAUNDERS, Ltd., offer:—

1950 Ford Pilot saloon, black with brown leather upholstery, radio, heater, etc., recorded mileage 5,500, £695.

836 642, High Rd., N.12. Hillside 0024. (C1027)

CHARLES RICKARDS, Ltd., offer:—

1951 (Jan.) Ford Pilot saloon, mist green, leather upholstery, 8.9 inch 2022 coil springs, fitted heater and radio, supplied and regularly serviced by us since new, one owner, entire car in magnificent condition throughout: £625.

ALSO a good selection of genuine low-mileage cars offered: 30 cars 3 months' guarantee.

45, Baywater Rd., W.2 (next door Laboucher Gate Tube Stn., 5 mins. from Marble Arch). (C1030)

GUY SALMON AUTOMOBILES offer:—

1951 Ford Pilot saloon, moderate mileage, immaculate condition: £735.—Portsmouth Rd., Thames Ditton, Esherbury 5551-5-3. (C1001)

COMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot: £595.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6200-5-9. (C1057)

FORD (V.8)

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (Nov.) Ford Pilot saloon, black, brown leather upholstery, heater, radio, one owner: £650.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Road, N.W.3. Hampstead 4414. (C1025)

W. J. BROWN, Ltd., Used Ford Specialists.

1947 Ford Six de luxe saloon, l.h.d., black, radio, heater, imported May, 1950, exceptional condition: £595.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Road, N.W.3. Hampstead 4414. (C1025)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Ford Pilot 4-door saloon, finished in black with fawn leather interior, fitted with heater and radio, 2,900 miles only: £725.

9 Albermarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

1951 Ford Pilot saloon, finished in blue with blue leather, fitted radio and heater: £700.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. (C1027)

1948 Ford V.8 de luxe saloon, radio, heater, taxed, l.h.d.: £695.—Frank Dale, Fremantle 785. (C1067)

1946 (October) American Ford V.8 super de luxe power boat.

METCALF & MUNDY, 280, Old Brompton Rd., S.W.5. (C1044)

FORD V.8 91A Pilot, in excellent condition: £364.—Jacquer, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C1043)

1950 Pilot, 16,000 miles: £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1059)

1950 Ford V.8 Pilot, heater, brown upholstery, in black 650 gins, part exchange terms: Mitchell, 1, High Rd., S.W.12. Balham 2254. (C1042)

£495!—Ford Pilot saloon, 1949, black leather, heater, etc., privately owned and in good all-round condition, new set of Ford Dunlop tyres.

£695.—Ford Pilot saloon, 1951, an immaculate one-owner car, owner on property of quality local businessman, full de luxe model, in dark blue with leather upholstery, radio and heater, several special expensive features, modified carburettor, giving remarkably increased m.p.g., leather suiters to all road sprays, etc., one of the very finest we have handled.

C.M.C. MOTORS, Leighton Buzzard, Beds. Tel. 1279. (C1055)

1943 Ford V.8 22hp 4-door saloon, 22mpg, black, good condition, carefully maintained, £420 or offers.—Clarke, Rockleigh, Mauldeth Rd., Stockport, Cheshire. (C1054)

1950 Ford Pilot, one owner, heater and radio, absolutely as new, sacrifice: £555.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tulseley 599. (C1015)

1940 Ford Mercury, r.h.d., just resprayed maroon, in very good condition throughout: £225.—Comptel, Glen Cottage, Staines Common, Newbury 13594. (C1054)

FORD V.8 shooting brake, original Dagenham body, all seats, radio, heater, spotlight, really superb in every respect: £560.—Economy Car Services, Richmond 107. Tel. 3336. (C1010)

1948 Ford Pilot, radio, etc., perfectly maintained and in excellent condition: £525.—T. & H. Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel. Speedwell 9673. (C1011)

£550!—Ford V.8 1950 Pilot saloon, green, beige leather, one owner, 30,000 miles, excellent condition.—Gomersall, 18, Downage, Hendon, N.W.4. (C1054)

245 blue leather, good tyres, carefully used, excellent condition: terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

Ford V.8 Cars Wanted

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. 10178-R.

FORD V.8 in good condition, for cash.—Tel. Valentine 2036 or 4674. (C1043)

1936 Immaculate 80 coupe or 91A coupe: £75 to £200.—Box 3449. (C1048)

ROWLAND SMITH, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. 1055-R.

UTILITY—FORD OR OTHER BODIES

WANSTEAD MOTORS, Ltd., offer:—

1948 Ford 10Wt Martin Walter Utilico, one owner: £465.

WANSTEAD MOTORS, Ltd., Cambridge Park E.1. (C1040)

1947 Fordon Utilico by Martin Walter.—Aulsebrook, 10, W.1. Winchester. Tel. Winchester 4634. (C1010)

295 cms.—Fordson late 1947 6hp Martin Walter Utilico, one estate car, grey, fold-flush rear seat, side windows, rear entrance, good tyres, excellent condition: taxed; terms, exchanges; list: Rowland Smith, tel. 10579. (C1018)

365 cms.—Fordson, October, 1947, 10hp 4-seater twin, very utility class all round, fold-flush rear seat, fold-down, excellent condition: taxed; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

Ford Utility Cars Wanted

ROWLAND SMITH, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. 1055-R.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers—Hamstead High St. (Hamstead Tube), Ham. 0041. (1950) R

WHAROLD PERRY, Ltd., main Ford dealers—Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Kilburn 4445. (1942) R

FORDS wanted—Smith's, 86 Chalk Farm Rd. N.W.1. Gul. 2767. (1942) R

NXX Cash immediately for good Ford—R. F. Edwards, 200, Gt. Portland St., W.1. Letcham 0012. (1920) R

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 400-9, King St. W.8. Riv. 5665. (1922) R

NH. PEACOCK, Ltd.,

COMPREHENSIVE stock of spares for all Ford and Fordson, Daewoo reconditioned engines, 4, 10 and 16 hp always available from stock.

219—21, Batham Hill Rd., S.W.17. Tel. Batham 2401. Also at

FORD Rd., Folkestone S1222. (1946) R

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines).

FRANK O. GATES, Ltd., High Rd., Woodford Green (Tel. Wantage 2251), main Ford dealers and all spares. (1905) R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned 110 engines, etc.—W. J. Reynolds (Motors), Ltd., Ford and Fordson Distributors, Ford House, New Rd., Daghamham, Rainham (To 18 lines), And 66, High St., East Ham E.6. (1902) R

FRAZER NASH

1951 Actual show model, Frazer Nash, Mille Miglia, this car belongs to a stable of four cars, is seldom used, mileage approx. 5,000, positively new condition, apart from rainier 2-litre case. 1951 Brighton Speed Trials, the car has never been raced; aerodynamic body, magnificent hood and full screen; £1,250—Kemp Place, Epsom, Surrey. Service Station, Sandway, Essex. Tel. Colchester 2540. (1952) R

Fraser Nash Cars Wanted

ROWLAND SMITH'S the Fraser Nash buyers—Hamstead High St. (Hamstead Tube), Ham. 0041. (1950) R

FRAZER NASH-B.M.W.

!! Chiswick Motors, Ltd.—See our advertisement under "Sports Cars." (1914) R

PERFORMANCE CARS—Good selection always available; written guarantees.—See under "Sports Cars." (1914) R

225 Frs. Nash-B.M.W. 1950, 2-litre Type 1950, 5 four-speed drop head coupe, green, green motor, very good condition, terms, exchange, £1,250—Smith, 86 Chalk Farm Rd., N.W.1. (1942) R

195 Frs. Nash-B.M.W. late 1935, 2-litre Type 1950, 5 convertible sports coupe, black, blue leather, very good condition; terms, exchange; £1,000—9-7, Woodlands and Saturdays—Boswell Smith, Hamstead (Hamstead Tube), Hamstead 6051. (1940) R

1937 Frs. Nash-B.M.W. Type 1919 drop head sports coupe, good mechanical condition, attractively finished in cream with red valiant, good hood and tyres, etc.; £265—Carr Bros., 50th Clarges Square, W.1. Ger. 6079. (1954) R

Fraser Nash-B.M.W. Cars Wanted

BARTLETT, Frs. Nash-B.M.W. buyers—276, Penryn Road, Villars, W.11. (1910) R

WANTED, good 327 or 335—Boke, 11, Agley Rd., Clifton, Bristol. (1961) R

ROWLAND SMITH'S the Fraser Nash-B.M.W. buyers—Hamstead High St. (Hamstead Tube), Ham. 0041. (1950) R

327/80 required privately; reasonable price, condition immaterial—46, Alcester Rd., Birmingham, 13. (1950) R

HANSA

HANSA 1938 10.9 ohv, 31,000 miles, excellent condition, £225—Kilby, 4/5, Woodfield St., Morrison, Salisbury. (1972) R

HEALEY

CAR MART, Ltd.

1951 Healey Tickford saloon, 14,000 miles; £1,195—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3334. (1939) R

L. F. WARD, Ltd.

1950 Healey Silverstone, colour red, 7,000 miles only, perfect chassis.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0148. (1943) R

ALAND & TABOR, Ltd., Weisby By-Pass, Hert. A. Weisby 481, offer—

1952 (1951) Healey Tickford saloon, grey, red leather, radio, heater, works maintained, condition as new. (1910) R

1951 Healey drop head four-seater coupe, one owner, mileage 6,000; £1,295—R. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0521.2. (1950) R

1951 Healey Tickford saloon, black, 400 mph, heater, 9,000 miles, one owner; £1,395; exchange welcomed.

HARROLDSON MOTORS (BPT.), Ltd., Marketwide, H. Blackpool, Tel. 31157. (1953) R

HEALEY

BROOKLANDS, Healey distributors, London and Home Counties. "Still the world's finest 4-seater saloon."

1952 Healey Tickford saloon, 9,000 miles, maroon.

1951 Healey 3-litre convertible 3-seater, radio.

1951 Healey Tickford saloon, one owner, maroon.

1950 Healey Silverstone sports 2-seater, red.

1949 Healey Silverstone, blue, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. (1910) R

1951 Healey Tickford saloon, blue, 5,000 miles, very little used as owner developed heart trouble. £1,500—Scars, Hamlet, Cotswold, Sudbury. (1907) R

1951 (February) Healey Silverstone, low mileage, not raced, red/leather, extras including weather equipment; £1,050—25, Salop St., Bridgnorth, Shropshire. (1905) R

1950 Healey Abbott d.h. coupe, black, one typed owner, immaculate condition; £1,175—Silverthorne Motors, Ltd., 2015, Finchley Rd., N.W.11. Meadow 2238. (1940) R

1950 (April) Healey sports 2-seater with excellent half-wood body, room for additional seats and luggage, tonneau cover; £1,250—Ivor Creek, 100, George, Southampton, Tel. 5480. (1902) R

1951 Healey Tickford saloon, fitted radio, heater, demister, windscreen wash, immersion heater and inspection lamp, finished in maroon with leather hide, recently passed by makers and in new condition throughout; £1,325—Box 5486. (1922) R

Healey Cars Wanted

BARTLETT, the Healey experts—276, Penryn Road, Villars, W.11. (1910) R

RICHARDS & CARR buy Healeys—35, Kington Rd., Villars Place, W.11. Tel. 5424. (1905) R

COACHCRAFT offer—

1951 Healey Minx saloon, extensively reconditioned and in excellent order throughout, this for work carried out available; 3 months' written guarantee, terms and conditions.—Coachcraft, Elm Rd., Evesham, Tel. 6339. (1910) R

OVERSEAS CARS, Ltd.

1950 Healey Minx saloon, black/brown leather, 8,845 miles; £730.

OVERSEAS CARS, Ltd., 2015, Finchley Rd., N.W.11. Meadow 2238. (1905) R

B. J. HUNTER, Ltd., offer—

1950 Healey Minx d.h. saloon one careful owner.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 5305. (1940) R

MONTROE MOTORS offer—

1936 Healey 10hp drop head coupe, black; £185.

1938 Healey 10hp drop head coupe, grey; £285.

1939 Healey 10hp saloon, grey; £295. Turn to page 55 for further Montrose Motors bargains.

MONTROE MOTORS (N. W. WELLS), 91-7, Epsom New Rd., Brixton Hill, Epsom, Bux. 1171-2. (1910) R

H. A. SAUNDERS, Ltd., offer—

1950 Healey Minx saloon, black, with red leather upholstery, heater, recorded mileage 10,200; £695—842, High Rd., N.12. Hillside 0094. (1902) R

MKINNON MOTORS, Ltd., offer—

1950 series (Nov. 11, 1949) Healey Minx saloon, Mark 4, 4-2, red leather, lower covers, heater, taxed Dec. 31, superb condition; £750; 6 months' guarantee, trade enquiries welcomed.

MKINNON MOTORS, Ltd., "Langham House," 5, St. Stephen Rd., Wallington, Surrey. Established 1905. Tel. Wallington 5494. (1905) R

WARWICK WRIGHT, Ltd., offer—

1952 (cov. ext.) Healey Minx Mark V drop head coupe, claret, red leather, 2,000 miles.

1950 Healey Minx Mark IV saloon, 4-2, red leather, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1905) R

1946 Healey Minx black, one owner, bodywork reconditioned; £490.

LVNE, FRANK & WAGSTAFF, 3-3, Church End Hill, N.5.6. Mountview 4401. (1920) R

1947 Healey Minx one owner, 30,000 genuine, exceptional condition; £495.

1939 Healey Minx, two owners, outstanding condition; £725; 3 months' guarantee, terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horner, Mountview 5238 and 5774. (1905) R

1950 Healey Minx Phase IV, green with red leather, 11,000 miles, one owner; £725.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (1910) R

1951 Healey Minx drop head coupe (B.M.T.A. exchange) 14,000 miles, one owner, £1,295.

RIPCO, Ltd. (Williams purchased), 16, Alconbury St., Mayfair, W.1. Regent 2952. (1905) R

1950 Healey Minx M.E. IV sal., black/red, 18,000 miles, one owner, £1,295.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (1902) R

1949 Healey Minx saloon, 25,000 miles, one owner, 10,000 miles, one owner; £1,295.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.4. Col. 9022. (1905) R

1946 Healey Minx d.h. saloon, one owner, £1,295—1946 Healey Minx d.h. saloon, one owner, £1,295—1946 Healey Minx d.h. saloon, one owner, £1,295.

350 Healey Minx d.h. saloon, one owner, £1,295—1946 Healey Minx d.h. saloon, one owner, £1,295—1946 Healey Minx d.h. saloon, one owner, £1,295.

HILLMAN 10

HILLMAN Minx 10hp saloon, radio, taxed year; £400.—Wimbolden 2514. (1914) R

HILLMAN Minx 1400 saloon de luxe; £200—J. O. Grant & Co., Ltd., Frederick Rd., Salford 6, Lancs. (1910) R

1939 Hillman Minx saloon, new engine, exceptionally clean; £355—Broadway Motors, 67, High Rd., Hounslow, Tel. 0175. (1910) R

1949 Hillman Minx Phase IV saloon, 24,000 miles, one owner, immaculate condition; £650 o.n.e.—Tel. 0175 evenings only. (1978) R

HILLMAN Minx, October, 1949, 13,000, perfect; £600.—Linsay, Elm Lodge, Larch Farm, Nr. Marston, Tel. Bldworth 352. (1957) R

1950 Hillman Minx Mark IV saloon, one owner, finished in black with red upholstery, unmarked throughout; £655.

PAUL, ST. GARAGE Ltd., 20, Paul St., London. (1917) R

HILLWOOD MOTORS—1948 Hillman Minx d.h. 4575—Tel. Mill Hill 4252. (1905) R

1949 (November) Phase IV Hillman Minx saloon, three-door, 15,000 miles only; £550—Barnes, W.8. (1910) R

1950 (March) Hillman Minx drop head coupe, 4095—Bells Service Garages, 134, London Rd., King's Cross, London. (1910) R

1949 Hillman Minx saloon, 1947, in beige, attractive appearance, engine just overhauled, brakes fitted, etc., excellent tires.

1949 Hillman Minx saloon, in Cinnamon grey, fitted heater and nylon seat covers, extremely good, recent complete servicing and check over by distributor.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 9 p.m. Write for catalogue. (1910) R

1951 (Dec.) Minx convertible, as new, 7,000 miles, heater fitted, taxed; £795—Charter, Hillman Dealers, Aldershot. (1914) R

1950 Hillman Minx 1948-50 late type sal., small mileage, heater, one left-hand drive, super mechanically, exceptional bargain, many others. (1910) R

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Number Cars Wanted

R ROOTES, Ltd.,
D DISTRIBUTORS.
R SQUIRE modern low-mileage Humber cars.
R IRMINHOOL—52-58, Renahaw St. (Royal 3567/3).
R MANCHESTER—120, Deansgate. (Blackfriths 5677.)
R MAIDSTONE—(Maidstone 3333.)
C ANTERBURY—(Canterbury 3352.)
R OCHESTER—(Chatham 2231.)
R WROTHAM Heath—(Borough Green 4.)
R ROOTES, Ltd., Devonshire House, Piccadilly, W.1.
K IRBYS, Ltd., Grosvenor 3401. (0109/R)
D DISTRIBUTORS.
A RE cash buyers of low-mileage Humber cars.
L IVERPOOL—52-58, Renahaw St. (Royal 3567/3).
S OUTHPORT—91, Lord St. (Southport 4159).
B LACKPOOL—292, Church St. (Blackpool 23455).
H UMBER, in good condition, for cash.—Tel. Valentia 2056 or 4674.
P ULLMAN limousine wanted, about 1946-48, cash.—489, Bordenley Green, Birmingham, 9. Victoria 0517.
B IRMINGHAM AND Midlands—Low-mileage Humber modern cars required by George Heath, Ltd., 180-181, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0086/R)
C RIPPES, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars. R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46361. (0553/R)
D E NORMAN, Ltd., car sales—A & Engineering, 35, Grant Rd., Addiscombe 2951. (0780/R)
T HE Humber Specialists for all spares.—Ring Upplands 3637. See advt. under Parts & Accessories. (0398/R)
J AGUAR
H ENLYS, Ltd.,
E NGLAND'S Largest Jaguar Distributors.
S ELECTION of all models at attractive prices.
D EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2257.)
H ENLYS House, 335, Euston Rd., N.W.1. (Euston 4344.)
D EPOTS at:—
M ANCHESTER (Blackfriths 7843).
B RISTOL (Bristol 21526).
B OURNEMOUTH (Bournemouth 6314).
N ORTHAMPTON (Northampton 907).
C AMBERLEY (Camberley 77).
H OUNSFLOW (Hounslow 3454).
F INCHLEY (Finchley 0981).
G REAT West Rd. (Ealing 3477). Official Jaguar Service Station.
C AMDEN TOWN SERVICE STATION (Gulver 4141).
H ENLYS, Ltd., England's Leading Motor Agents. (0027/R)
D ICKS.
D ICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6889-9. (01072)
H ENLYS, Ltd., offer:—
1950 XK120 sports, grey with beige leather, mileage under 6,000, one owner, never raced; this car has been prepared by the Jaguar Service Station at Great West Road and is a beautiful example of this incomparable sports car, offered with our usual guarantee and 7 days free trial; h.p. available. Full price list available by return post; price £1,575—335, Euston Rd., London, N.W.1. Euston 4444. (1903)
E LITE MOTORS, offer:—
1951 (Jan.) Jaguar XK120 sports 2-seater, (balance of Coventry), suede green, H.M.V. production radio, 2 Lucas pace lights, speedometer reading 10,000 miles, a really attractive and outstanding car with terrific performance, a specimen example of the very popular model, unspeakable at the bargain price of £1,325.
E LITE MOTORS, 951-961, Garratt Lane Tooting E. Broadway, Tel. Balham 2474, 4 lines. (C3005)
J ACK ROSE, Ltd., offer:—
1951 model XK120 Jaguar sports 2-seater, a beautiful car, one owner, accept £1,295.—Jaguar Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)
B J. HUNTER, Ltd., offer:—
1950 Jaguar Mark V saloon, one owner; 6,975.
B J. HUNTER, Ltd., 22, Crickleywood, Broadway, B.N.W.2. Tel. Gladstone 6303. (C3040)
G ATEHOUSE MOTORS, offer:—
1947 Jaguar 3½-litre saloon, in immaculate condition, light green; 6,590.—Gatohouse Motors, Ltd., Highgate Village, London, N.6. 3601, 4444. (C3027)

J AGUAR
M ONTRON MOTORS offer:—
1939 Jaguar 1½-litre saloon, new tyres. Turn to page 55 for further Montrose Motors advertisement.
M ONTRON MOTORS (N. H. Russell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Bus. 1171-2. (C3015)
W IMBUSH for Jaguar value:—
1950 Jaguar Mark V saloon, suede green, carefully driven, one owner, radio, £1,075.
G O. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. (C4056)
B OON & PORTER, Ltd., distributors.
1950 (February) Mark V black saloon, one owner, unscratched, £1,050.—Castellau, 8 W.13 (by Hammersmith Bridge), Riv. 4444. (C1032)
K EVILL-DAVIES & MARCH, Ltd., offer:—
XK120 sports 2-seater, silver with black upholstery—42, day's News, Beckler St., London W.1. Tel. Grosvenor 2563. (12611)
D J. SHEPHERD & CO. (ENFIELD), Ltd.
1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, based, £1,095.
1950 Mark V 3½-litre Jaguar, colour grey, grey leather interior, excellent condition, small mileage; £1,595.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. (C4009)
G ORDON CARS (LONDON), Ltd., for Jaguars.
1951 Mk. V 3½-litre coupe, mileage 5,000; £1,595.
1948 1½-litre saloon, mileage 8,000, as new; £865.
G ORDON House, 373, Euston Rd., N.W.1. Eus. 6611. (C3025)
B ROKELANDS: Individually, new and used cars.
1951 Jaguar 3½-litre drop head coupe, radio, heater.
1950 Jaguar 2½-litre saloon, heater, loose covers, small mileage.
103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)
1948 1½-litre Jaguar saloon, finished in black.
B REW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2466. (181)
XK120.
1951 series, silver and blue leather, recently checked by makers; £1,450.
R C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. (C4056)
1950 Jaguar 3½-litre Mark V saloon, low mileage, one owner.
R IPOCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Revent 2952. (C3052)
B EARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3544. (0081/R)
XK120 2-seater for sale or self-drive hire.—Finches 2900. Purkes, Ltd., 294, Maida Vale, N.W.2. (15052)
N OVENBER, 1951 Jaguar Mark VII saloon, grey, radio, heater, 4,000, mileage of covenant to 3,000, exchange considered.
S WANMORE GARAGE, 1176-1180, Chislehurst Rd., Boscobel, Bournemouth, Tel. Southbourne 1522. (C4024)
XK120 sports 2-seater, 1950, mileage 3,500 only, one owner, £1,150.—J. R. Inwards, Ltd., 11, Bush St., Ruslip, Tel. 3033-4-5. (13062)
1950 Jaguar Mark V 3½-litre, grey, 14,000 miles, one owner, £1,150.—Imperial Motor Mart, Royal Crescent, Cheltenham 2065. (15327)
1950 model 3½-litre Jaguar, black and brown, one owner, sacrifice, 6,550.—Imperial Motor Mart, Royal Crescent, Cheltenham 2065. (15326)
29112 miles guaranteed, 3½-litre, 100, quite literally as brand new.—Speedsters, Ltd., 628, Hertford St., Birmingham. (C4020)
J AGUAR '48, S.E. radio, htr., discs, owner driven, perf. cond. 6725—108, High St., Watford. Tel. 6685, or after 7 p.m. 846, 4108. (5125)
R P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (0700/R)
C ASS'S MOTOR MART—1948 Jaguar 1½-litre saloon, special equipment, 26,000 miles, immaculate.—Warren St., W.1. Euston 4110. (C1040)
1939 Jaguar 1½-litre drop head coupe, excellent, guaranteed, £250; payments.—Vaughan, 17, Astwood Mews, S.W.9. Fro. 1319. (C4058)
1938—Jaguar 1½-litre 1939 sln., exceptionally good original condition throughout, choice several and drop head, many others.
B ENNETT'S, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7, 450 rds. Holland Park. (C1017)
1939 Jaguar 1½-litre drop head coupe recently received, £395 cash or deferred terms.
N oon, Sheldon Rd., Slough, Tel. 5554. (2969)
1950 (Nov.) Jaguar Mark V 3½-litre saloon, 10,000 miles, one owner, nearly new, offers.—Hardy, 7, Dartford Ave., W. Didsbury, Manchester. Dial. 3311 from 8 p.m. (5048)
1950 Mk. V Jaguar 2½-litre saloon, black, one owner, in very excellent condition throughout, est. £1,050.—J. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0812-10. (C3040)
1946 Jaguar 1½-litre saloon, special equipment, h.p. radio, etc., superb condition; £565.—Tate & Hitchens Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9614. (1009)
S 100 1938 2½-litre Jaguar 2-str., in good order, but engine requires attention; £275.—Kemp-Face, Evergreen Engineering Co., Stamford, Essex. Tel. Colchester 2000. (5365)
1937 S.S. Jaguar 2½-litre, £395, or hired £6 s.s. miles, inc. tax and ins., £16 14/6.—The Cooden Engineering Co., Ltd., Cooden, Brighton-on-Sea, Tel. Cooden 600. (5141)

J AGUAR
L ANCASHIRE specialized sales, repair and spare parts service, large stocks available.—Parters, Ltd., Broadshaygate Bolton, Tel. 4290. Deansgate, Manchester. Tel. Deansgate 4507. (0591/R)
1948 (Sept.) Jaguar 3½-litre drop head coupe, black, new mohair hood, perfect specimen.
5715—Northern Motors of Harrow, 180-184, Palmer Rd., Harrow 4444. (C3025)
1946 Jaguar 1½-litre, in superb condition, black, buyers leather, nominal mileage, carefully driven; £525; terms.—A. E. Palmer Motors, Ltd., 27, Church St., Luton 4212. (1379)
3000 miles only.—1951 Jaguar XK120 2-seater, finished in bronze, very carefully used by one owner, guaranteed mileage, and serviced by Jaguar distributors; £1,595.
H A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 2568. (C4003)
W ALTER SCOTT, Ltd.—1947 series Jaguar 1½-litre special equipment, black, baroque 445, terms, exchange—39, College Crescent, Hampton, N.W.2. (Swin Cottage Tube), Pri. 3914. (C4006)
1951 Jaguar 12hp saloon, well cared for, colour *** black, 647 overhaul recently, 2,900 or h.p.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Dford 5151-52. (C4001)
XK120 1951 (August), 5,000 miles, bronze, radio, heater, several other extras, as new, (balance of Coventry),—Supermarine Motors, Ltd., 1015, Funcher Rd., N.W.11. Hoadway 2286. (1354)
645 enes—Jaguar, July 1948, 2½-litre saloon, black, sliding head, brown leather, heater, radio, carefully used, exceptional condition, taxed, terms, exchange, storage, small, best, £1,095.
395 enes—Jaguar, 1949 model, 2½-litre fourseam drop head coupe, model, h.p. radio, 4,000, very, carefully used, excellent condition, terms, exchange, lat, open 5-7 week-days and Saturdays.—How and Smith, rampstead (Teamwork Tube), 345, East 6041. (C4016)
£695—1947 1½-litre Jaguar, 32,000 miles, reconditioned engine, area with new, serviced and hoisted, one owner, kept as new; terms and exchange.—G. R. Hall, Ltd., 308, Kings St., W.6. Riverside 22. (C3021)
XK120 registered May, 1951, one owner, never raced, in first class condition; any inspection welcomed; £1,375 o.n.o.; B.M.T.A. column.—Christie, Balwaird Rd., Kirkcaldy, Fife. (1295)
J AGUAR 3½-litre Mark 3 black saloon, registered July 1950, mileage 55,000, lives as new, serviced and maintained in facilities conducted by distributors offers invited.—Edens, Moter Metropole, Leeds. Tel. 208-1. (1050)
M ARK VII Jaguar saloon (Aug. 1951), in suede green with green leather, H.M.V. 4,000 miles, as new, bal. of covenant to 3,000.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1561.
C AMDEN MOTORS—Jaguar Mark V 3½-litre, the very scarce drop head fourseam coupe late 1950, right-hand drive model in Jaguar grey with grey leather interior, all extras, 40 guineas H.M.V. press-up radio (the very latest model), screen spray, heater, etc., a magnificent car in every sense of the word, £1,695.
C AMDEN MOTORS—Jaguar Mark V 3½-litre saloon 1950, black (brown), moderate miles, excellent, extremely good all-round condition, all extras; £945.
C AMDEN MOTORS—Jaguar 3½-litre saloon 1947 in silver grey, fitted discs and frequency lock covers, 21,600 miles, brakes just refilled, new battery and radio; £555.
C AMDEN MOTORS—Jaguar 3½-litre sports saloon 1946, a good example in black, engine overhauled this month, heater, disc lights, disc, etc.; £695.
C AMDEN MOTORS—Jaguar 3½-litre competition C model 2-seater open sports 1950, cream with red leather, very striking appearance and in excellent condition throughout, almost new hood and tyres, several extras, overall immaculate cover, Aero screen, Fram oil stopper, Bosch pump, extensively road tested and passed absolutely 100%, a good substitute for the XK120 at a fraction of the cost; £845.
C AMDEN MOTORS—Jaguar 2½-litre sports saloon 1946, a one-owner car in quite immaculate condition throughout, bills available for servicing every 2,000 miles by county Jaguar distributors, disc, heater and radio; £745.
C AMDEN MOTORS—Jaguar 2½-litre drop head fourseam coupe 1948, silver-grey with red leather, brand new mohair hood and new tyres, magnificent offer; £695.
C AMDEN MOTORS—Jaguar 2½-litre sports saloon 1950, in entirely original condition throughout except for works replacement engine last November, typical Jaguar performance; £595.
C AMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon 1946, black/brown leather, good overall condition; outstanding value at £495.
C AMDEN MOTORS—1½-litre 14hp drop head fourseam coupe 1950, just repainted in metallic blue, hood reupholstered, etc., smart stylish looking car, tip-top performance; £595.
C AMDEN MOTORS—Jaguar 1½-litre 14hp sports C saloon 1939, original black coachwork in above condition, head and body interior, excellent runner; £375.
C AMDEN MOTORS, Jaguar Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C105)
£666—Dear, but worth it! Jaguar 3½-litre de luxe saloon, in original suede green and suede green upholstery, fitted discs, heater, spotlight, this vehicle is the most magnificent example we have ever had, into owner enthusiast recently spent £150 completely reconditioning, this magnificent car must see it 3 months' guarantee; hire purchase, exchanges.
L AMES, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C3052)
1951 XK120, absolutely immaculate, under 15,000 miles, this car was specially cellulosed before present owner took delivery, a new Dunlop "Roadspeed" tyres fitted this month, space heater, extra, never been raced or used in trials; owing to increase in family must have saloon; any examination welcomed; £1,355 or offer, subject to B.M.T.A. consent.—D. G. Parker, Leigh Lodge, 22, Risher Drive, Bexstead, Ewell 1691. (1339)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 Jaguar 1½-litre saloon, immaculate, small mileage; £2695. Would consider car in part exchange. Terms could be arranged.—Southdowns, Smeeths, Walsby, W. Worthing, Sussex. Gorse-by-Sea 42151. (C4027)

1947 1½-litre Jaguar saloon, fitted radio, heater and usual accessories, engine overhauled by fastidious owner after moderate mileage, very good condition throughout. £2750. 2, Beivredale Rd., Walsall, Tel. Blawith 66184. (C4027)

6800 miles.—1951 (August) Mark VII Jaguar, pastel blue with blue and black, Radionole, covered, subject balance R.M.T.A. covenant, list price plus radio.—Glasgow, Langdon House, London Rd., Cheltenham, Tel. 5621. (C3529)

1949 1950 Jaguar Mark V saloon, black with ivory panels, fitted many extras, low mileage car, virtually unmarked throughout, really worth seeing; £1,075 or hire purchase—Harold Webb Motors, Ltd. 755-757, Romford Rd., Manor Park, E.12. Hford 3151-2. (C4048)

ROSE & YOUNG, Ltd. offer 1951 XK120 Jaguar, 12,000 miles only, fitted radio, immaculate condition, not faced, metallic silver, with red leather; £1,295—55-59, St. Ermin's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6214. (C3057)

1939 Jaguar 1½-litre, engine just completely reconditioned, steering box much, perfect throughout, interior exceedingly clean, black cellulose, pleasing condition, wonderful for the year; Edam Garage, Soho Garage, Soho Sq., W.1. G. 6678-9. (C3555)

XK120 (November) 1950 model, black, red and biscuit upholstery; carefully maintained, 16,000 miles; £1,000 offer; or convert to November 3rd, left-hand drive, can easily be converted; £1,290, n.o.o.—Joules, c/o Baker, 53, High Holborn, London, Tel. Chancery 8711. (C377)

THE CAR MART, Ltd. wish to purchase Jaguar cars, 150, Park Lane, W.1. Grosvenor 3434. (0873) R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0943) R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car, offers appreciated.—Portsmouth Rd., Guildford, Tel. 67967. (0234) R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1203-1173. (W4035) R

JAGUAR in good condition, for cash.—Tel. Valentine 2098 or 2674. (18455)

EDMUNDS, 13a, Castle St., Brighton 24796, require post-war Jaguar and XK120 cars. (C3149)

MARSTON MOTOR CO., Ltd. for your Jaguar.—Tel. 3500. Seven Sisters Rd., Tottenham, N.15. (01610) R

WANTED privately, 3½-litre Mark 5 Jaguar; must be low mileage and reasonable.—1854, Hoe St., E.17. Lar. 1707. (C3529)

1948-9 Jaguar 1½-litre saloon registered.—London, Cars, 592-6, Greenford Rd., Greenford, Mids. Wakefield 243. (W2057)

S £100 Jaguar Competition 2-seater, specimen condition only, genuine inquiry; air mail details picture.—Moran, 1555, Franklin, Milwaukee, Wisconsin, U.S.A. (15703)

ROSE & YOUNG, Ltd. urgently require Mark 5, Mark 7 and XK120 Jaguars—65-69, St. Ermin's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6484. (W4052)

Jaguar Spares and Service

HENLY'S, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 5477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Desnigate 4216-7. (0563) R

QUICK completion of repairs. (0563) R

SAUL & SLATTER, Ltd. 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13, Palmers Green 1203-1173. (W4035) R

REPAIRS: reconditioned rear boxes (guaranteed).—10, Winchester Mews, N.W.3. Pt. 2647. 10159

PERLESS MOTORS, Ltd. main dealers for Bocking, Hampshire.—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. (0430) R

R. P. POWELL (MOTORS), Ltd. East London area for Jaguar cars, saloon, service and spares.—121, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (0404) R

LEONARD WILLIAMS & CO. (1940), Ltd. offer Jaguar car, service by factory trained personnel at Packard Buildings, Great West Rd., Brentford. Middlesex. Ealing 3400. (0528) R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar models in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (0918) R

JEEP

WHAT car gives over 30 mpg?—A Metamot converted Jeep.—980, Beilove Lane, N.W.3. (0623) R

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 585. (0431) R

JEPS. Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies; 4x4 Jeeps available.—Jaguar & Jeep Motorcraft GARAGES, Station Approach, Cumbria, W.A. Chiswick 5013, 0621. (0241) R

JEEPS right or l.h.d. range of bodywork, private or commercial.—Wick Auto, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). (0830) R

JEEPS! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. Winchester 4834/5406. (C1010)

1946 Willys Jeep, hood side curtains door, new shock absorbers and springs, four new tyres, chauffeur kept, trailer if wanted, taxed to end of year.—Apply Vinson, Trestler Court, Waterbury, Kent. (1362)

165 m.p.h.—Jeep (Ford), registered October 1950, hood and sidescreens, spare wheel, good condition, taxed; terms; exchanges; list: open 9-7 week-days and Saturdays.—Riveland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt, all spares stocked, contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4732, 4729. (C3066)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, basket seats, brake linings, etc., etc.—531-535, High Rd., Chiswick, London, W.4. Chiswick 1919. (0053) R

ROWLAND SMITH'S Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0934) R

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, or large quantities.—Wick Auto, Hampton Wick. (See under Jeeps.) (0366) R

JACK OLDS & Co., Ltd. Willys-Overland distributors for the United Kingdom—spares and Service 64-90 Holland Park Ave., W.11. Park 5077. (S5030) R

JENSEN

BROOKLANDS: Individually, new and used cars.

1951 Jensen Interceptor cabriolet, mileage 1,000. Buy or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-5. (C1169)

SPECIAL Ford-Jensen tourer new hood, tonneau cover, reconditioned engine and gear box, terrific performance. £2750.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.3. Frenamite 5471. (C3064)

JOWETT

1952 Jowett Javelin saloon, maroon, 3,800 miles, fitted with new 2500 cc. engine. (C3624)

NEWHAM House, 355-7-9, Hammersmith Rd., London, W.6. Waverley 4614. (C3624)

CLARKE'S OF PIRBRIGHT.

MAIN agents, Day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products.—

1951 Javelin de luxe saloon, 950 miles only.

1950 Javelin de luxe saloon.

1949 Javelin de luxe saloon.

NEW Javelins from stock.

NEW Bradford de luxe utility, actual show model.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BROOKWOOD 2201-2. (0322) R

MONTROE MOTORS offer:—

1937 Jowett 10hp 4-door saloon; £225. Turn to page 55 for Further Montrore Motors bargains.

MONTROE MOTORS (N. H. Beavell), 91-7, Espine New Rd., Buckhurst Hill, Essex. Buc. 1171. (C3015)

H. A. SAUNDERS, Ltd. offer:—

1950 Jowett Javelin saloon, turquoise blue with beige upholstery, recorded mileage 15,100; £735.—842, High Rd., N.12. Hilditch 0024. (C3027)

GUY SALMON AUTOMOBILES offer:—

1951 Jowett 10hp 4-door saloon, excellent condition; £235.—Portsmouth Rd., Thames Ditton. (0401)

1949 Jowett Javelin, one owner, excellent condition throughout; £625.

PARRONS & PARSONS (GARAGES), Ltd. Potter St., Harrow, Potter St. 121. (C3038)

PURCHASE a new or used Jowett from Kingston main agents.

G. WILKIN, Ltd. 1, Weston Park, Kingston-on-Thames, Kin. 2241. (0405) R

1952 Javelin de luxe saloon, one owner, excellent condition; £625.—1, Weston Park, Kingston-on-Thames, Kin. 2241. (0405) R

JOWETT cars saloon, 1932 475 c.c.—150 Princeps, Odns. W.3. Acorn 0078. (1943)

JOWETT and Javelin main agents, spares and special-ized Service.—Colliver-Fisher, Ltd., Northwood, Midd. Tel. 777 (4 lines). (0462) R

GUY ALFREDS & Co., Ltd.—1951 Jowett Javelin saloon, heater, luge covers, superb.—6-7, Warren St., W.1. Euston 5265. (C1006)

JAVELIN saloon 1952, bronze, 2,000 miles only, J. guaranteed. £275; exchange; terms.—Bowman's Garage, Westbury, Tel. 1265. (3067)

1949 (June) Jowett Javelin saloon, black with beige, heater, 9,000 miles, very good condition; £675.—Jones, 9, Maple Grove, Rusby. (558)

GODFREYS, Ltd. Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd. 228/234, London Rd., Croydon, C. 5641-2. (0463) R

1952 Javelin de luxe, 6,500 miles, steel grey with red leather, absolutely as new, luge covers, tailored mats; £2525.—1854, Hoe St., E.17. Lar. 1707. (3295)

1952 Jowett Javelin de luxe saloon, metallic grey, red leather, radio, heater, one owner, 11,000 miles, guaranteed.—Wimshurst & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6556. (12300)

1952 Jowett Jupiter convertible, green, exception-ally low mileage; demonstrations available.—Wimshurst & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6556. (12300)

1951 Javelin saloon, grey/fawn upholstery, immaculate, low mileage; £2550; also, prompt delivery new Javelin.—130, Cholden Green Rd., N.W.1. Moor 0012. (10404)

JUPITER, 1952, low mileage, red, every conceivable extra, fully checked by makers, indistinguishable from new, offered by—Richards & Carr, 35, Kiamerton St., Wilton Place, London, E.W.1. Sloane 5424. (C3045)

COOTER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 445 Upper, Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2665. (1092) R

225 m.p.h.—Jowett, 1939 (registered 1942), 10hp 4-cylinder saloon, black, brown leather, good condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

JOWETT Jupiter, prototype saloon body produced by Severley Motors, 1-3, Southdown Road, Woking, Surrey, with wheels and upholstery, Lucas equipment; photographs available on application; price £1,100 plus purchase tax, immediate delivery.—Alfred, 100, Park Ave., New Malden, Tel. Malden 4403. (1221)

Jowett Cars Wanted

THE CAR MART, Ltd. wish to purchase Jowett cars.—150, Euston Rd., N.W.1. Euston 1212. (0874) R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0954) R

EDMUNDS, 13a, Castle St., Brighton 24796, require Jowett Javelin and Jupiter cars. (3170)

Jowett Spares and Service

H BENTLEY & PARTNERS, Ltd.

JAVELIN and Bradford service and spares, 21-23, Grosvenor Crescent, Marine, Hyde Park Corner, W.1. Tel. Sloane 9447. (0293) R

MILESTONES (SERVICE GARAGE), Ltd. main agents, Jowett Javelin, Bradford vans and trucks, AR/0821 stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2469, 2628-9, 305, Erith Road, Erith, Kent. (0671) R

COLLIVER-FISHER, Ltd. excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). (0009) R

BIRMINGHAM main agents; large stocks of spares.—Frank Mossy, 25, St. Martin's Lane, Birmingham, B.1. End. 0916. (70549)

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and accessories for Jowett Javelin and Bradford.—Bonnerside Lane, Harrow, Tel. 6225-6. (0073) R

KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities; trade requirements catered to.

G. W. WILKIN, Ltd. Weston Park and 81, Eden St., Kingston-on-Thames, Kin. 2241-2. (0478) R

A. V. MOTORS, Ltd. Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and accessories, over 25 years' Jowett experience; spares and service. (0759) R

TRIMITY CARS, Ltd. Jowett Javelin, Jupiter and Bradford main agents; specialists in repairs by factory-trained mechanics; full range of spares and replacement units, sales and exchange.—94, North Side, Wandsworth Common, S.W.15. Wandyside 1166. (54034) R

LAGONDA

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6692 (5 lines). (C3047) R

GUY SALMON AUTOMOBILES offer:—

LAGONDA and Aston Martin agents.

1952 Lagonda 2.6-litre saloon, 4,000 miles; £2,350.

1952 (Sept.) Lagonda 2.6-litre drop head coupe, 500 miles only; £2,750.—Kensington 6692 (5 lines). (C3047) R

1952 (April) Lagonda 2.6-litre drop head coupe, 3,500 miles, N.M.V. radio; £2,495.—Portsmouth Rd., Thames Ditton. Cumberbrook 552-3. (C4001) R

KEVILL-DAVIES & MARCH, Ltd. offer:—

LAGONDA V12 saloon (September, 1939), this must be one of the best maintained and most attractive cars in the country, black with blue upholstery, chassis No. 16634.

41 Tel. Hay's Mews, Berkeley Sq., London, W.1. Grosvenor 2563. (12609)

1936 Lagonda 3½-litre sports saloon, in excellent condition.—METCALFE & MUNDY, 280 Old Brompton Rd., S.W.3. Frenamite 5471. (C3064)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

BROOKLANDS: Lagonda distributors; latest models.

1952 Lagonda 2.6-litre coupe, mileage 8,000, grey.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6.

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

1933 16/90 sports touring, well maintained throughout, taxed.

1936 4½-litre type L.O.45 4-door sports saloon, burgundy exterior, chassis and coachwork comprehensively checked; condition well above average.

1936 4½-litre type L.O.45 4-door coupe, aluminium, did condition throughout, extensively maintained by manufacturers, radio and several extras.

1938 V.12 short saloon, chassis comprehensively checked, coachwork reconditioned and renovated throughout, an outstanding model.

1938 V.12 drop head coupe, Section II engine of 1,000 m.p.h. delivery, radio and wheel discs.

FURTHER particulars of these and other models now in course of preparation.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Middx. Tel. Staines 4211-2-3-4-5 (or private) Popeside 5394.

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars."

1952 Lagonda 2.6-litre drop head four-door coupe, finished black, with red hide upholstery, part exchange can be arranged.

J. Black & Co., Ltd., 110, Bold St., Liverpool, 3.

1950 Lagonda, 2½-litre drop head coupe, 27,000 miles, one owner: £1,500. Thompson, 23, Blenheim St., Leeds, 4.

1950 2½-litre Lagonda saloon, privately owned, 20,000 miles, maintained by Lagonda, in perfect condition. Black, glass sliding panels, car stereo.

1935 Lagonda Rapier d.h. coupe, extremely good condition throughout: £1,350.—Carr Bryce, 50, St. Charles, South Essex.

£495—Magnificent 1936 Lagonda de luxe sports saloon, late 1936 but is so spotless and immaculate maintained, with 100,000 miles, probably mistaken for more modern vehicle, worth £1,000; 3 months' guarantee; hire purchase, exchanges.

LAMB, Fincham & Co., 421, High Rd., Fincham, N.12. Fin. 6221.

1939 V.12 Lagonda medium chassis saloon, laid out during war complete strip and modification engine, gear box, back axle by makers 1948, reconditioned dark green 1951, well maintained in stable of five Lagondas.—Lees, Ashham Bryan, York 6772.

ROSE & YOUNG, Ltd., offer Lagonda V.12, first registered 1945, Homer special road 4-door 7-seater, red and black, black and primrose with chromium valentine, upholstered fawn leather, polished walnut panelled interior, hydraulic jacking system, optional optional seats, luxuriously equipped, H.V. 12, radio, remote speaker and numerous other extras. Local range headlamps, hydraulic jacking system. Age does excellent tyre, small mileage, very carefully used, completely unblemished condition. £2,000.

63-69, St. John's Hill, W.1. 24 (1 minute from St. James's Station). Tel. 4444.

1939 Lagonda V.12, here's a luxurious and beautiful appointed car, short chassis sports saloon, 1939, the most desirable of all pre-war Lagondas and probably the finest conditioned example of this series in the whole country, coachwork immaculately finished in deep black, all chrome, interior upholstery and fittings quite unblemished, mechanical condition of the very highest order with a performance which must be experienced to be believed. 5,000 m.p.h. top, with astounding acceleration, coupled with a luxuriously smooth ride due to the independent, usual excellent features of this model, twin petrol filters, twin rear and tail lights, special external housing for auxiliary lights and tools, complete service, this car can only be recommended to the true connoisseur.

CANDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041.

Open till 8 p.m. Write for catalogue. (C1035)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

CHILTERN CARS require a 1956/40 4½-litre or V.12 saloon, drop head coupe or Rapier; must be in good condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

for all forms of Lagonda repair and maintenance—no matter what its type or offer specialised service.

London Rd., Staines, Tel. Staines 4211-2-3-4-5. We are open on Saturdays mornings.

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1939 Lagonda V.12, here's a luxurious and beautiful appointed car, short chassis sports saloon, 1939, the most desirable of all pre-war Lagondas and probably the finest conditioned example of this series in the whole country, coachwork immaculately finished in deep black, all chrome, interior upholstery and fittings quite unblemished, mechanical condition of the very highest order with a performance which must be experienced to be believed. 5,000 m.p.h. top, with astounding acceleration, coupled with a luxuriously smooth ride due to the independent, usual excellent features of this model, twin petrol filters, twin rear and tail lights, special external housing for auxiliary lights and tools, complete service, this car can only be recommended to the true connoisseur.

CANDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041.

Open till 8 p.m. Write for catalogue. (C1035)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

CHILTERN CARS require a 1956/40 4½-litre or V.12 saloon, drop head coupe or Rapier; must be in good condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

for all forms of Lagonda repair and maintenance—no matter what its type or offer specialised service.

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CANDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041.

LANCHESTER

£298—Lanchester 14 4-door de luxe saloon, registered 1952, 610 m.p.h.—Gray Motors, 105/106 West End Lane, N.W.6. Hamstead 6490.

1935 Lanchester 10 saloon, overhauled: £265.—Smith and Buxton, Ltd., 370, Remington High St., London, W.14. Tel. Western 2512.

225 2½—Lanchester Roadrider, 1937, 14hp de luxe 4-door saloon, black, red leather, carefully used, excellent condition, terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041.

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

XXX Cash immediately for good Lanchester.—R. F. Edwards, 28, Upper High St., Epsom 9400.

FAMILY man wants Lanchester II for wife to drive; will pay cash £250-£350—Write, giving full particulars, Box 3535.

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Lanchester cars in first-class condition.—May, 8051.

Lanchester Spares and Service

ARCO ENGINEERING, Ltd.—Preslector gear boxes, exchange and repairs.—199, Fulham Rd., S.W.3.

PRESLECTOR gear boxes—H. & A. Engineering, 35, Grant Rd., Adiscombe 2931.

CROFTON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lanchester and Daimler spares; large stock of spares, gaskets, etc. for most models.—Allison Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 5674.

Lancia

JOHN B. TRUSCOTT, Ltd., for Lancia.

GOOD examples are becoming increasingly scarce.

WE usually have the best examples available.

FULL details of current stock, road test reports (returnable), etc., gladly forwarded to genuinely interested motorists.

EXCHANGES, deferred terms.

JOHN B. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274.

KEVILL-DAVIES & MARCH, Ltd., offer—

LANCIA Aprilia, 1939, grey with blue upholstery, excellent condition, 16,000 miles, 1939.

41—Hay's Mens, Berkeley Sq., London, W.1. Tel. Grosvenor 2563.

1937 Lancia Aprilia, excellent condition.—Auto work Ltd., Winchester. Tel. Winchester 4654.

1938 Lancia Aprilia 1938 sal., interior and body excellent, tip-top performance; choice 5, many others.

BENNETT, R. P., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). Tel. 1810.

1937 Aprilia, extensively rebuilt, 5 new tyres, repainted, reupholstered, outstanding example: £415.—St. Radstock Ave., Kenton, Middlesex.

1939 Lancia Aprilia, rebuilt in 1945 by Lancia's (ex-works) condition, choice of 2: from £595.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 061-2.

1939 Lancia Aprilia 1936 series caroliteo extended—lively overhauled, most superior condition throughout.—Stribley, 11a, Sherborne Rd., Acocks Green, Birmingham.

LANCIA Aprilia, 1937, completely reconditioned engine, repainted dark green, interior reupholstered, chassis and transmission checked, rechromed, beautiful car: £575.—S. & S. Motors, Baywater 1644.

1937 Lancia Aprilia, genuine mileage of this car from new 56,000, in absolutely original condition, has never been damaged and is entirely free from rust, late-type wheels and tyres fitted, new coil springs, Ambe electronic heater, Reoventer fanless coolers, twin horns, offers over £525.—Fitz & Elliott Place, R.E.3. Lee Green 1969.

Lancia Cars Wanted

LANCIA Aprilia wanted any year.—I. P. Green, 10343 R. Rd. N.10. Tel. Hildside 305.

LANCIA Aprilia cars wanted for cash.—The Hindhead Motor Works, Ltd., Tel. Hindhead 643.

REQUIRED immediately, good Lancia.—G. Edwards, Amersbury Lane, Harpenden, Herts.

ROWLAND SMITH'S, the Lancia buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

KEVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia, 41-42, Hay's Mens, Berkeley Sq., W.1. Gros. 2563.

JOHN B. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Baywater 4274.

Lancia Spares and Service

LANCIA (BENTLEY) Ltd.—Engine branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at shortest notice. For information regarding service, reconditioning, technical data, etc., apply to Lancia Works Apton, Wembley (1) 0520 N.

LEA-FRANCIS

JACK ROSE, Ltd., offer—

1948 Lea-Francis 2.4-seater 14hp sports, in almost unmarred, superb condition, £255. Park Row, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

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LEA-FRANCIS

BROOKLANDS: Individually, new and used cars.

1948 Lea-Francis 14hp sports 2-str., green.

1952 M.G. T.D. sports 2-str., supercharged, many extras, 7,000 miles.

103 New Bond St., London, W.1. Mayfair 8551-6.

1948 Lea-Francis sports 2-seater, immaculate—Clayton's Cars (London), Ltd., 237, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines).

A 8 brand new, 14hp Lea-Francis saloon (green), 1953 model, 1 week old; offers wanted—Whitehouse, "The Gables", 38, Hoxton, Ladbroke, Tel. 5430.

CHARLES POLLETT, Ltd., sole distributors.—Lea-Francis London & Home Counties. Offer the following cars which represent exceptional value and which have all been serviced and carry a three months' written guarantee:—

1951 14hp Lea-Francis 2½-litre sports 2/4 seater, gut-steel, 14,000 miles, wind-up windows and coupe type hood, a really comfortable sports car with 100 m.p.h. performance, £1,175.

1950 Lea-Francis (1951 body style), 14hp 4-door sal., mar

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PC

M.G. T.C. 2-seater roadster, choice of 4, 1946 to 1949, £345 to £525.
 M.G. T.A. 10hp 2-seater, 1952, £325; M.G. T.A. 10hp 10hp drop, 1952, £375.
 M.G. 2-litre 10hp drop head four-seater, choice of 2, 1952, £245 and £195.
 M.G. 2-litre 10hp sports saloon, 1952, £225; M.G. V.A. 10hp sports saloon, 1952, £275.
 M.G. P.B. 4-seater, 1952, £275; M.G. P.A. 2-seater, 1952, £225.
 M.G. J.2 2-seater, choice of 3, 1953; £155 to £185.
 M.G. P.A. supercharged 2-seater, 1954, £225; M.G. P.A. 2-seater, 1952, £225.
 PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 694 (4 lines), West End Show Hall, 107, New Cavendish St., W.1, Museum 8221. (C1041)

TOM GARNER, Ltd., offer:

1951 series M.G. 1½-litre saloon, duo green with beige leather, 8,000 miles only, B.M.T.A. member. (C1029)

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 77. (C1029)

W. ARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, black, red leather, heater, 9,000 miles.

W. ARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 570. (C1045)

JACK ROSE, Ltd., M.G. Agents, offer:—

1949 M.G. 1½-litre saloon, almost unmarked in use, dark blue, silver 4300, 11,000 miles.

JACK ROSE, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6077. (C1056)

PARADE MOTORS (MITCHAM) offer:—

1939 T.B. M.G. 2-seater, B.R. green, new tyres, taxed, £595.

1938 T.B. M.G. green, reconditioned engine not run in, new body, good tyres, £555.

1935 Hotrod Special Magnette 2-seater, £195.

1939 Tiford drop head T.A., £335.

1933 J.2, £135.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mid. 3392. (C1026)

GORDON CARS (LONDON), Ltd., for M.O.

1949 2-seater, blue, 1,700 miles only, £695.

Chipton Road, 373, Euston Rd., N.W.1, Eas. 6611. (C1023)

Gordon Cars, Ltd., See our advertisement under "Sports Cars."

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1949 (Feb.) M.G. 1½-litre saloon, black, green leather, speedometer reading 11,000 miles, radio, immaculate condition throughout, £285. (C1001)

1950 M.G. T.D. 2-seater, ivory, red leather, spare unused, one owner.

1949 M.G. T.C. 2-seater, blue low mileage, one owner, choice two.

RIPCO, Ltd., (as purchased), 16, Albemarle St., Mayfair, W.1, Regent 2952. (C1053)

DROP head coupe, 2-litre M.G. 1952, wonderful condition, £335. Addiscombe 2766. (C1025)

1952 M.G. T.D. privately owned, £790.—Tel. Glas. low Douglas 8777. (C1028)

BEARTS, of Kingston, M.G. specialists, sales, repairs, —102, London Rd., Kingston, Tel. 3348. (C1062)

M.G. Magnette 4-seater touring, red, tonneau cover, racing screens, oil, coil, £195.—Hemel Hempstead 2081. (C1186)

1935 PA M.G. 2-seater, red, good condition, £220 a.n.o.—Jackson, 14, New St., Selby, Yorks. (C1022)

1951 (September) M.G. 2-seater, 7,000 miles, automatic, Ltd., Winchester, Tel. Winchester 4634. (C1010)

1936 M.G. PB, excellent condition, bills for £200, £250 a.n.o.—Male, 21, Cotman Gdns., Eps. Tel. 4756. (C1206)

M.G. 1939 T. Tiford coupe, 2-seater, £325; terms, exchange, —117, Meadow St., Mortimer 2028. (C1390)

1939 2½-litre saloon, respired, excellent condition, very smart, £430, offer—Mortimer, Ealing 2035. (C1592)

1935 M.G. Magnette 12hp 4-seater, taxed, insured June, £220.—Barton, 15, Kent House, Courtlands, Sheen Rd., Richmond, Surrey. (C1246)

5,000 miles only, 1949 M.G. T.C. 2-seater, finished in red with red leather, unused for the last two years. (C1085)

H. A. SANDERSON, Ltd., Austin House, Castle St., Worcester, Tel. 2364. (C1034)

M.G. 1949 (Nov.) T.C. p.m.o., black, 24,000 miles; most carefully used by the owner, a professional engineer; £550.—Box 3419. (C1035)

1952 (March) 1½-litre M.G. sports saloon, maroon, blue interior, engine 4,300 miles, almost indistinguishable from new. (C1066)

R. ORRINS, 96, Upper Richmond Rd., East Putney, R. S.W.15, Tel. 4561. (C1364)

1937 (July) M.G. sports, model T.A., 3,000 miles, engine complete overhaul, fitted radio, heater and many extras, excellent tyres, £325.

METCALFE, Ltd., 260, Old Brompton Rd., S.W.3, Frenchie 5471. (C1064)

1951 1½-litre M.G. saloon, 1,900 miles; £590.—Halls (Pinchley), Ltd., Odion Parade, North Finchley, London, N.12, Tel. Hildes 1044. (C1520)

1946 M.G. TC sports 2-seater, excellent condition guaranteed; £395; exchanges, terms—Falmers, 55, York St., Twickenham, Putney 1280. (C1034)

1937 M.G. T.A. 2-seater, black, with extras, excellent condition, £290, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2, Tel. Hille 4488. (C1016)

M.G.

1937 M.G. 2-litre drop head four-seater, black with very leather upholstery, two owners only, spare parts in excellent condition throughout, taxed, S.W.15, Tel. Putney 2501. (C1030)

TIMMS MOTORS, Colnetto Rd., Upper Richmond Rd. (C1030)

£299—TA M.G. cycle-type wings, excellent appearance, recent recouplings, good tyres, hood and upholstery, mechanically 100%, seat covers—Webridge 2621. (C1265)

£265—1936 type 12hp M.G. V.A. four-seater drop head coupe, amazing opportunity—Ray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1084)

1947 M.G. T.C. green with fawn leather, numerous extras in as new condition throughout, one owner—Stevens, Cottage, Battledown Manor, Charlton Kings, Cheltenham, Gloucestershire. (C1363)

1938 £200 accepted for immediate sale, for exchange—149, Farley Rd., Selsdon, Surrey, Sanderstead 4596. (C1261)

1951 (March) M.G. 1½ saloon, bronze with red leather, one owner, fitted heater, etc., 10,000 miles; £525—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C1269)

1951 M.G. T.D. with loose covers, handsome conversion, new vinyl, luggage rack, etc., unmarked and as new; £795—British & Colonial Motors, Ltd., 13, 14, Upper St., Martin's Lane, W.C.2, Temple Bar. (C1027)

1951 (June) M.G. 1½-litre saloon, mirror, 3 months' guarantee; £1,050 or one-third deposit—Tom Davies, 253, Desmarteau, Manchester, Blackfriars 5340. (C1027)

XXX £450—1946 (July) M.G. TC sports 2-seater, black, silver wheels, red leather, Blower, Blower, really immaculate appearance, delightful performance, written guarantee, terms, exchange—W.1, Langham 0012. (C1027)

XXX Quite exceptional 1949 (June) M.G. TC sports 2-seater, black, green leather, red wheels, all-over tonneau cover, twin horns and fog lamp, immaculate appearance with outstanding performance, thoroughly recommended, written guarantee, £525, terms, exchange—H. F. Edwards, 200, St. Portland St., W.1, Langham 0012. (C1027)

525—M.G. Midlet, 1949, 11hp T.C. 2-seater, green leather, one owner, small mileage, exceptional condition, terms, exchange—Rowland Smith, 40124 Beckettville. (C1016)

425—M.G. Midlet, November 1946, 11hp T.C. 2-seater, black, green leather, red wheels, all-over tonneau cover, excellent condition, terms, exchange—Rowland Smith—Below.

325—M.G. 1939 2-litre sports saloon, black, sliding head, brown leather, very good condition, terms, exchange—Rowland Smith—Below.

89—M.G. Midlet, 1939 2-litre 2-seater, black, spare unused, good condition, taxed; terms, exchange; last open 2-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1016)

1946 M.G. T.C. sports, very attractive and lively sound, no known fault, £425; terms, etc. trial without obligation—Midland Motor Company, Thatch Rd., Derby (Five mins. railway station), 40124 Beckettville. (C1106)

1950 (Series) 1½-litre M.G. saloon, in polychrome, all-over tonneau cover, very handsome lines and attractive 4-light body styling in navy blue with interior to match, extensive reconditioning carried out last year, the performance of this car cannot be too highly recommended to the true M.G. enthusiast.

1948 (September) M.G. 1½-litre saloon, black, fawn leather, first-class mechanical condition, very low price, one owner, £625.—From Bridge Service Depot, South Rd., Southall, Middx., will arrange to demonstrate on behalf of the owner. Southall 5531. (C1027)

1951 (April) M.G. Mark II T.D. carefully used in 1949, 10,000 genuine miles, very good condition, sometimes rallies not without success; reason for sale is purely personal and gladly given to genuine buyers, £200 or nearest offer—Bourne House, Winterbourne, 12678. (C1027)

M.G. T.D. Mark IIa (February) 1952, one owner, genuine mileage 6,000; original tyres, spare unused, metallic grey with red leather, modified clutch unit and fitted list of expensive extras, best offer over £75.—Reg Harris, Freshman Cottage, Dean Row, Wimslow, Tel. 4756. (C1046)

1952 M.G. T.D. sports 2-seater; this car is equal to new, having been run-in very carefully for 5,000 miles which is its total mileage; colour silver grey with red leather, fitted H.M.V. controlled radio, taxed; price £750.—Royal Motors, 406, Wican Rd., Bolton, Tel. 6478 and 578. (C1260)

£445—M.G. 2-litre sports saloon, late 1939, a very good example of this remarkably fast and all-to-secure series, very handsome lines and attractive 4-light body styling in navy blue with interior to match, extensive reconditioning carried out last year, the performance of this car cannot be too highly recommended to the true M.G. enthusiast.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 4210. Open 9 a.m. to 5 p.m. Write for catalogue. (C1035)

M.G.

C

THE CAR MART, Ltd., wish to purchase M.O. Cars—320, Euston Rd., N.W.1, Euston 1212. (C1066)

ROWLAND SMITH'S, the M.O. buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (C1040)

M.O. in good condition, for cash.—Tel. Valence 2086 4674. (C1045)

LOW mileage M.O. or similar required now.—547, St. Vincent Hill, S.W.2, Tel. Hille 4488. (C1045)

XXX Cash immediately for good M.O.—H. F. Edwards, 28, Upper High St., Epsom 9400. (C1045)

PERFORMANCE CARS urgently require M.O. (W2001) Great West Rd., Brentford, Middlesex, Ealing 6940. (C1045)

1½-litre saloon or T.D. M.O. wanted—S. F. Franks & Sons, Ltd., 24, Commercial Rd., Woking 350. (C1045)

M.G. Cars Wanted

URGENTLY required, 1947-51 M.G. 1½ saloons—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C1268)

ROSE & YOUNG, Ltd., urgently require low-mileage M.O.s, all models—G.54, Strenthold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tel. Hille 4484. (C1057)

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call—Mayfair Garage, 154, Tilderton Street, Tel. Hille 4484. (C1057)

CHILDREN CARS require a 1937/40 1½-litre Series V.A. drop head coupe or saloon; also a T.B. or T.B. series 2-seater, Airline fitted head or Tiford drop head coupe; must be in good condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. (C1045)

M.O. Spares and Service

WE specialise in spares and repairs for all models of M.O. cars.

W. JACOBS & SON, Mill Garage, Chiswell Rd., South Woodford, E.18, Waltham 0660. (C1046)

TOULMIN MOTORS, M.G. Specialists, Staines Rd., Hounslow. See displayed advertisement page 29. (C1046)

PERFORMANCE CARS—M.O. sales, service, spares—Great West Rd., Brentford, Middlesex. (C1046)

UNIVERSITY MOTORS, Ltd.—Largest stock of M.O. spares outside the factory.—7, Hertford St., London, W.1, Gro 4141. (C1046)

M.O. spares, most parts in stock for all models, 1930 onwards, including valves, gudgeons, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—Within Queens Garage, Queens Rd., Wimbledon (Station) S.W.19, Liberty 3083. (C1515)

MORGAN

MORGAN 4-4 d.h.c. 2-seater, almost as new, 1947 engine recently overhauled.—Newbott, Lincrore Ave., Huddersfield, Huddersfield 1063. (C1046)

1937 Morgan 4/4 T.T. Replica, bronze head, very fast motor, in immaculate condition, recently repainted, red, must be seen to be appreciated; £275, or terms arranged.

KINGS AVON, 725-727, High Rd., Seven Kings, Essex, Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. (C1048)

495—Morgan 4/4, 1949, 10hp drop head coupe, blue, black leather, two seats, wheels, one careful owner, genuine 13,250 miles, practically new condition, terms, exchange—Rowland Smith, Below.

445—Morgan 4/4, late 1949, 10hp sports 2-seater, blue, black leather, good tyres, two unmarked spares, carefully used, exceptional condition, terms, exchange; last, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1016)

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (C1040)

MORGAN in good condition, for cash.—Tel. Valence 2086 4674. (C1045)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Bac, Ltd., Tel. Gt. Portland St. W.1, Langham 7333. (C1016)

MORGANS—All available spares in stock.—P. R. Douglas, Morgan Specialist, 14, South Ealing Rd., Ealing, W.5, Ealing 0570. (C1028)

MORRIS MINOR

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 (Nov.) Morris Minor touring, 14,000 miles; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth 1949, Guildford, Guildford 62907-8-9. (C1057)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1950 Morris Minor touring, a perfect car throughout, used short mileage, one owner; £635.

MARLBOROUGH Works, Kennington, Tel. Wordsworth 5656 and 3658. (C1006)

1950 Morris Minor saloon, one owner, finished in grey with beige upholstery, condition as new throughout; £525.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2, Tel. Bishopsgate 6781-2-3-4. (C1516)

1950 Morris Minor touring green, 25,000 miles, immaculate, £525.—Promenade Motors, 479, Green Lane, N.15, Pal. 1678. (C1319)

1949 Morris Minor touring, turquoise blue, in really excellent condition, £475.—John Trigg, Ltd., Portsmouth Rd., Eder 1234. (C1043)

To the trade only.—Post-war Morris Minor available from stock ready for your showrooms; we also wish to buy cars; may be quite a large quantity.

CERRY BROWNE MOTORS, Ltd., 55-57, South End Square, Kennington, London, W.1, Western 4151 (7 lines). (C1031)

£595—1951 Morris Minor saloon, April 1950, a beautiful little car, touchwood and interior quite immaculate, 16,400 miles but certainly looks much less.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 4201. Open till 8 p.m. Write for catalogue. (C1035)

1950 Morris Minor touring, blue, 15,000 miles, immaculate, £525.—Evenings, Hampstead 6786. (C1042)

NAYLOR & ROOT—1949/50 Morris Minor 4-seater, maroon/beige, attractive and economical; £595; six months' guarantee, 25, East Hill, Clapham Junction, S.W.11, Bat. 2252. (C1062)

1950 (November) Morris Minor touring, pale green, absolutely immaculate, 16,400 miles, 1949/50, 1949/50, £550.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

XXX 1949 (November) Morris Minor touring, black with beige upholstery, a really immaculate example, thoroughly recommended, written guarantee; £485; terms, exchange.—H. F. Edwards, 200, St. Portland St., W.1, Langham 0012. (C1028)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1950 model minor better, exceptional condition, used very little owing to illness, mileage only 12,000; £495—G. Parker, Abbots-Way, Downside, Belmont, Surrey. Variants 1952, 1950.

1950 Morris Minor saloon, black with fawn leather upholstery, very low mileage, in showroom condition inside and out mechanically as new; full guarantee; £650—Cliff Hadden (Motors) Ltd., Millerside, Chichester, Bury 294.

1950 Morris Minor tourer, small mileage, winding windows, exceptional condition; £540; car taken in part exchange, terms could be arranged—Southwicks, Sturgeson Walk, West Worthing, Sussex. Corning-by-Sea 42151.

1949 (November) Morris Minor tourer, green, brown leather upholstery, taxed year, whole car in excellent condition, any trial or inspection guaranteed; £550—K.L.M. Motors, Ltd., Tol Brighton Rd., Sture, Tel. Updown 4581.

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars—320, Easton Rd., N.W.1. Easton 1215.

WANTED, new 4-door Morris Minor saloon—Tel. Banwell 35, 19716/R.

MORRIS MINOR, in good condition, for cash—Tel. Valentine 2098 or 4074.

PHOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Variants 1952, 1950.

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

MORRIS MINOR 1950/1/2 urgently required by genuine private buyer; must be in perfect condition.

MORRIS EIGHT

1950 Morris 8 tourer, 8,000 miles; £595—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 2451.

COUCHPACHT, offer—

8000 miles only from new, July 1948 Morris 8 4-door saloon de luxe, one local lady owner, just as brand new in every way, spare unused, original restriction book, a unique car used only for occasional week-end runs; £495; 3 months' written guarantee; terms and exchanges—Coachcraft, Elm Rd., Evesham, Tel. 6359.

GS. HALL, Ltd., offer—

£265—1938 Morris 8 saloon, very carefully maintained, complete and interior unmarked.

£425—1947 Morris 8 4-door saloon, kept as new, 19,000 miles; terms and exchanges—G.S. Hall, Ltd., 202, King St., Hammersmith, W.6. Grosvenor 2881.

MONTROE MOTORS offer—

1938 Morris 8 2-seater tourer; £195—Below.

1936 Morris 8 saloon; £155. Turn to page 55 for further Montrose Motors bargains.

MONTROE MOTORS, 11, R. Bowell's, 91-7, Epping New Rd., Buckhurst Hill, Essex. Buck 1171-2.

GATHOUSE MOTORS offer—

1938 Morris 8 saloon, choice of three, from £290—Gathouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444.

CM.I. CAR SALES (Pvt. 6633) offer—

1947 Morris 8 4-door saloon, record engine recently—

THREE months' guarantee; terms: list on application—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

1947 Morris 8 sal., exceptional; £35—Below.

1939 Morris 8 Series E saloon; £275—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512.

1948 Morris 8 saloon, carefully used; £450—Mervyn Austin, Paddington 1280 Ext. 167.

1939 Morris 8 4-door saloon, £100 mechanical recondition, immaculate paintwork; £325—King's Motors, 1 High St., Hounslow, Tel. 3552.

345s—Morris 8, 1946, de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges—Rowland Smith, below.

275s—Morris 8, 1939, de luxe saloon, green, sliding head, green leather, good condition; terms, exchanges—Rowland Smith, below.

175s—Morris 8, 1937, de luxe saloon, green, sliding head, green leather, good condition, taxed, terms, exchanges—Rowland Smith, below.

165s—Morris 8, April 1939, 2-seater, maroon, good condition, terms, exchanges—Rowland Smith, below.

145s—Morris 8, 1935, de luxe saloon, blue, sliding head, blue leather, good condition, choice of 10 Morris 8s; terms, exchanges: list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1948 Morris 8 4-door saloon, one owner since new; £650—G.S. Hall, Ltd., 202, King St., Hammersmith, W.6. Grosvenor 2881.

MORRIS 8 saloon '58, black, new rear box, springs, shock absorbers, reconditioned clutch—Fram filter, oil, engine and upholstery excellent; £250—Tel. 12001.

1936 Morris 8hp saloon, new engine 7,000 miles only, Refecto shock absorbers, huge and black in exceptional condition; £255—Frampease Motors, 479, Green Lanes, N.13, Pal. 1878.

MORRIS 8 Series E 1947 de luxe 4-door, sunshine roof, black brown leather, engine 28,700 miles, country used, record of regular 1,000-mile servicing, taxed, immaculate condition; £425—J. Letcombe Ave., Abingdon, Oxford.

1948 (Nov.) Morris 8hp Series E 4-door saloon, black, 23,000 careful miles by one titled owner, an exceptional example; £495, exchanges, deferred terms—John S. Truscott, Ltd., 173, Westbourne Grove, W.1, Bay, 4274.

MORRIS EIGHT

1947 (Dec.) Morris 8 4-door saloon; £450—Halls (Finchley), Ltd., 10, Finchley Parade, North Finchley, London, N.12. Tel. Hillside 1044.

MORRIS EIGHT Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0976/R)

MORRIS 8 series E wanted—State model and price to Box 2418.

RQUIRED immediately, good Morris 8—Q. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 115.

MORRIS TEN

1939 Morris 10, immaculate condition throughout; £355.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5975.

1939 Morris 10 saloon, black, excellent order throughout; £350—Box 3402.

LVNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4501.

1939 Morris 10hp saloon, good order throughout; £495—Stands, Burnham, Bucks E5.

1950 (reg.) Morris 10 saloon, 1st drive, 40,000, but full, cheap, exchange; £340—Box 3402.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 4725-5679.

MAIDEN MOTORS, excellent all-round condition; £460—Stones 7219.

1947 Morris 10 saloon, black/blue in first-class condition throughout; £255—John Trigg, Ltd., Esher 1254.

1948 Morris 10 d/l saloon, one owner, fully guaranteed; £495—A.Z. Motors, Palm Court Rd. N.W.6. Mai. 1722.

1948 Morris 10hp 4-door saloon, first-class condition throughout, own owner, reconditioned black, tubes, lamp purchase, exchanges—Box 3402.

£475—1946 Morris 10 de luxe saloon, also choice two 1949 saloons; from £555; 8 months' guarantee, tube purchase, exchanges—Box 3402.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6221.

1947 unmarked black with brown interior, in excellent condition throughout; terms; £395—Maidenhead, 6, Manchester, Pen. 3457.

MAIDEN MOTORS, 104, High Rd., Chiswick, W.4. Chiswick 4725-5679.

1939 Morris 10hp de luxe saloon, new engine, one owner, exceptional condition; £255—Broadway Motors, 67, High St., Hounslow, Tel. 0175.

1939 Morris 10 saloon, excellent condition, guaranteed, £395—Exchanges, terms—Palmer, 53 York St., Twickenham, Popesgrove 1890.

£395—Morris 10, 1946, 4-door de luxe, fitted reconditioned engine, excellent throughout; terms—C.A.P. Motors, 150, Clapham Rd., Reliance 2895-6.

425s—Morris 10, 1946, de luxe saloon, black, sliding head, brown leather, heater, one very careful owner, exceptional condition, taxed; terms, exchanges—Rowland Smith, below.

265s—Morris 10, 1939, de luxe saloon, black, sliding head, brown leather, one owner, good condition; terms, exchanges: list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

11000 miles genuine, one owner, 1947 Morris 10 saloon, black with brown leather, just as new; £250, terms and exchanges—G.S. Hall, Ltd., King St., Hammersmith, W.6. Riverside 2881.

1948 (October) Morris 10 saloon, taxed, speedometer reading 13,000, one owner since new, dark Morris green with immaculate brown upholstery, the whole car is indistinguishable from new. Guaranteed by Central Garage, Clause Side, Enfield, Middx. Tel. Enfield 4696 and 2992.

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0977/R)

WHY accept less for your Morris 10 when you get its full market value from Ferraris of Crickeledale, 200-220, Crickeledale Broadway, London, N.9. Gladstone 2234.

MORRIS TWELVE

£38—1950 Morris 12 saloon, good runner, bargain.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Brighton 5229 and 5774.

1938 Morris 12 saloon, 12hp, very good condition, 0186. Beardonmore 26 Queensway, W.2. Baywater 0186.

1939 Morris 12 Series III saloon, good condition, owner going overseas, best offer over £255—Box 3402.

69s—Morris Cowler, 1935, saloon, black, good condition, terms, exchanges: list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

£295—1931—Morris 12 saloon series III model 1939, good body, 5-seater body, attractively finished in dark blue and chrome, engine and 5 saloon new, roomy, large, even. Air removers, screen heater and other extras.

MAIDEN MOTORS, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0978/R)

1951 (reg.) Morris 14hp, original condition throughout, leather upholstery, as new, reconditioned new batteries, heater, springs, reel, taxed, Customs' permission to sell; first £225 drives away—Ouliver 3565.

MORRIS OXFORD

WILCOX (SLOUGH), Ltd., offer—

1951 Morris Oxford saloon, black, brown interior, very low mileage.

MORRIS House, Chandon St., Slough, Bucks, Slough 1212.

MORRIS OXFORD

1950 Morris Oxford saloon, 17,000 miles; £715—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 2451.

BOOK & PORTER, Ltd.

1950 (July) saloon, green, 22,000 miles, one owner, exceptional condition; £650—Castellan, S.W.13. (By Hammersmith Bridge), Riv. 4444. (C1022)

BLUE STAR GARAGES, Ltd., offer—

1950 Morris Oxford, as new; £695—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211.

1950 model Morris Oxford saloon, black, brown leather interior, genuine 20,000 miles, £695.

ROBINS, 25-28, Upper Richmond Rd., East Putney, S.W.15. Tel. 4261.

1950 model de luxe saloon, black, brown leather, fitted heater, 20,000 miles since new, excellent condition; £695.

ROBINS, 25-28, Upper Richmond Rd., East Putney, S.W.15. Tel. 4261.

1951 Morris Oxford superb; £710—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512.

1951 Morris B.M.T.A. consent, exchanges and terms—Edmonds, 25a, Castle St., Brighton 24799.

1950 Series Morris Oxford, new, 13,500 miles, excellent condition; £760 o.n.o.—Thornton Heath 1078.

£695—1950 Morris Oxford saloon, in maroon, carefully used by one owner, mileage, heater seat covers.

CAMERON MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

£650—1949 Morris Oxford, 23,000 miles, heater fitted, maintained as new; terms and exchanges—G.S. Hall, Ltd., 202, King St., Hammersmith, W.6. Riverside 2881.

MORRIS Oxford, 1925, taxed and insured, perfect condition new tyre, bonnet and side screens, new 7 roach painted and varnished, £100 o.n.o.—B. J. Barton & Sons, Hillborough, Herts. Bay.

1950 (Feb.) Morris Oxford saloon, grey with brown leather, 12,000 miles, as new; £675—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1952 Oxford saloon, 3,300 miles only, literally a new car, subject balance Covenants, controlled price—British & Colonial Motors, Ltd., 12-14, Upper St., Martin's Lane, W.C.2. Temple Bar 350.

645s—Morris Oxford, November 1950, saloon, painted green, green leather, small mileage, spare unused, very carefully used, almost new, taxed, terms, exchanges: list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

Morris Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1. Grosvenor 2451.

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0984/R)

URGENTLY wanted from original private owner, late model Morris Oxford saloon—Wilcox (Slough), Ltd., Morris House, Chandon St., Slough, Bucks. Slough 21428.

MORRIS TWENTY-FIVE

MORRIS 25hp, 1937, completely renovated 1949; perfect condition, owner: what?—Swiss Cottage, Coombe Edge, Widenham, Asot 1213.

MORRIS SIX

1950 Morris Six, black with brown upholstery, nominal mileage, H.M.V. radio; £675.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2286.

1950 (July) Morris Six, in superb condition throughout, one owner—A.Z. Motors, Palmerston Rd. N.W.6. Mai. 3723.

CASS'S MOTOR MART—1950 Morris Six saloon, black, under 15,000 miles, one careful owner; £675; written guarantee—S. Warren St., W.1. Easton 3923.

Morris Six Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Six cars—150, Park Lane, W.1. Grosvenor 2451.

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0979/R)

MORRIS wanted—Smith's, 28, Chalk Farm Rd., N.W.1. Guit. 2707.

HATTONS, of Lord St., Southport, will buy Morris 195 to 1950, 8 to 14hp, in condition above average.

Morris Buys and Services

GENUINE Morris spares immediately available in the West End.

SMORRIS & Co. Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/5974.

FOR Morris service consult Morris specialists—Mr. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961).

RECONDITIONED exchange engines—Tamworth, Mitham, Autos 54, Tamworth Park Mitham.

BARKERS MOTORS (LONDON), Ltd., Tel. Barking 6666 for Morris spares, sale and service—209, Barking High St., S.W.17.

WEST LONDON—Burgers Garage; repairs and oil—7, West London, New address, Westcote Ave., Paddleswell Rd., W.6. Riverside 2644-5. Old and new friends welcome.

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GENUINE Morris spares immediately available in the West End.

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WEST LONDON—Burgers Garage; repairs and oil—7, West London, New address, Westcote Ave., Paddleswell Rd., W.6. Riverside 2644-5. Old and new friends welcome.

Morris Buys and Services

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DISTRIBUTORS (RAWLINS), Ltd.—Sales, service and spares—Bundley Heath, nr. Langford, Surrey. Tel. 350-1. (01717/R)

1949 (August) Oldsmobile special convertible, electric hood, heater, radio hydraulic drive (5000 miles), an extremely well-kept car.—Below. (C3064)

M.S.W.S. FREEMANTLE 5471. (C3064)

1947 Oldsmobile Hydramatic, left-hand drive, 6775.—Clayton's Cars (London), Ltd., 357, Easton Rd., London, N.W.1. Tel. Easton 5228 (5 lines). (C1050)

1950 Oldsmobile Hydramatic drive 4-door saloon, colour black, 15000 miles; £1,575.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3, Kensington 4555. (C4026)

1949 Rocket Oldsmobile 68 4-door saloon, low mileage, hydramatic drive, radio, heater, beautiful condition; £1,775.—Taylor & Crawley, 45, Kensington Court, W.8. Western 6015. (1172)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 9602). Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Haywater 6246-7). (0576/R)

OLDSMOBILE main dealer.—Cars Wanted

LEX GARAGES, Ltd. are interested to buy recent model Oldsmobile cars. (0627/R)

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 9602. (0627/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers, Wembley 9691/5905. (W4015/R)

DISTRIBUTORS (RAWLINS), Ltd., Bundley Heath, nr. Langford, Surrey. Tel. 350-1. Will buy any and pre-war models at good prices. (0113/R)

OPEL

175—Opel Olympia, 1937, 12hp saloon, grey, maroon leather, very good condition, terms cash.—Rowland Smith below.

125—Opel Cadet, 1937, 12hp saloon, black, red leather, good tyres, choice of 4 Opel terms, exchange; last open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

OPEL saloon, 16.9 1937, 4.5-seater, extensive repairs carried out during last 2 years (bills available), radio, A.A. examination not objected to, £1350, hire finance, exchange.—P. 6159. (15066)

Opel Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0627/R)

MAYNER MOTORS, Ltd., Opel distributors, buyers of all Opel models—1-6, Southampton St., Southampton, Tel. Southampton 5266, 4944. (0651/R)

Opel Spares and Service

REPAIRS, spares, wires, reconditioned engines, suspensions, etc.—Parnett & Frazer, Ltd., 10, Chester Mess, N.W.3. P. 6159. (10240)

MAYNER MOTORS, Ltd., distributors.—Opel spare parts and reconditioned engine service.—Southampton St., Southampton, Tel. Southampton 5266, 4944. (0526/R)

PACKARD

SIMPSON'S offer:—

1950 (first registered) Packard saloon, radio, extras, done and start-up blue. (C4018)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Tel. Wembley 9691-5905. (C4015)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400. (0282/R)

PACKARD, sole concessionaries, offer:—

A SELECTION of completely reconditioned limousines, saloons and coupes, low mileage, good condition, terms cash.—A. E. Palmer Motors, Ltd., 12, Church St., London 4212. (15571)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400. (0282/R)

L IMOUSINES 1938 Super 8 Deluxe, partition, 7-forward, black, genuine low mileage, magnificent condition throughout, private, £2655. (P. 119) Limousines—Listed, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

D ROP head coupe Packard 1937 26hp, taxed, 5 spotlights, heater, excellent car, £1500. A. Arnold, 8, Homestead Way, Northampton, Tel. 5100. (1322)

PACKARD 8 saloon, 1951 model 200 of lux, grey, P.D. ultramatic drive, wireless heater, many extras, positively as new in every respect; 2,995/—Olden Motors, Ltd., Barnet 4100. (C3026)

1937 Packard Super 8 7-passenger limousine, with division cloth rear leather front, privately owned vehicle, immaculate, £575.—Colson's Car Sales, Tel. Maida Vale 5134 and 551-1. (C1015)

325—Packard 6, 1938, 30hp touring saloon, green, lawn cloth, very carefully used, excellent condition, terms, exchange; last open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Packard buyers.—Wembley 9691/5905. (W4015/R)

J OSE THOMPSON (MOTORS), Ltd., Packard Specialists, 97, Fulham Rd., S.W.3, Kensington 4555. (C4026)

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0627/R)

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaries, Great West Rd., Brentford, Middlesex, Ealing 3400. (0282/R)

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4555. (C4026)

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaries, Great West Rd., Brentford, Middlesex, Ealing 3400. (0282/R)

PEUGEOT

PRUGEOT 1951 model 205 14hp 4-door saloon, low mileage, immaculate condition, 55 miles per gallon, £550.—Woolley, Park Place, Park Row, Nottingham, Tel. Nottingham 43695. (15002)

PLYMOUTH

SIMPSON'S offer:—

1949 Plymouth 4-door saloon, fitted with seat covers, heater, etc., good condition. (C4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Tel. Wembley 9691/5905. (C4015)

PONTIAC

SIMPSON'S offer:—

1951 Pontiac saloon, radio, heater, seat covers, low mileage, fitted all extras. (C4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Tel. Wembley 9691/5905. (C4015)

B. J. HUNTER, Ltd., offer:—

1947 Pontiac drop head four-seater coupe, all electric, fitted numerous extras, £405. (C4040)

B. N.W.2. Tel. Gladstone 6305. (C4040)

1939 Pontiac saloon 22hp, fitted radio, heater, new covers, privately owned and maintained, very clean condition; price £250 or near offer.—Avery, St. Kimbridge Rd., Nunston, Warrington, Tel. Nunston 5057. (15232)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Pontiac buyers.—Wembley 9691-5905. (W4015/R)

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONARIES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Fiam-ma 7752-4. (0617/R)

S OLS distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R)

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc. for the Porsche. Tel. Ripley 3161. (0629/R)

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton, Great Britain, Tel. Cooper 500 and 1,000 formula racine cars. (0621/R)

RAILTON

MAJOR J. P. S. RABER, 13 Sussex Mess East, W.2, Paddinton 8659 (night Baywater 6753). All models available and wanted. (15467)

A ONE MOTORS (LONDON), Ltd., offer a second-hand selection of Railton cars, also all spares, 2610, Belgrave Rd., S.W.1, Victoria 8265. (10333/R)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4556. (0421/R)

1939 Renault 6-seater saloon; £150.—77, Hampstead Rd., Hitchen, Tel. Hitchen 1562. (15277)

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

WELHAMS Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1973, purchase all models. (0127/R)

Renault Cars Wanted

RENAULT in good condition, for cash.—Tel. Valence 2088 or 4674. (18460)

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0627/R)

RICHARDS & CARR buy rear-engined Renaults, 35, Kinnerton St., Wilton Place, London, S.W.1. (09045)

WELHAM'S Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1973, purchase all models. (0127/R)

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff; Renault distributors.—East Glamorgan—spare parts, service.—Tel. 20551. (10911/R)

RILEY

NEWNHAMS, Ltd.

1947 Riley 1½-litre saloon, mileage 21,460, one owner, car, very good condition, £725. (C5084)

NEWNHAM House, 255-7, 9, Hammersmith Rd., London, W.6. Riverside 4646. (C5084)

B. J. HUNTER, Ltd., offer:—

1949 Riley 2½-litre 5-seater, genuine 90mph; unregistered, £150. (C4015)

1947 Riley 1½-litre saloon, very carefully used; £150. (C4015)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. (C4040)

G ATERHOUSE MOTORS offer:—

1934 Riley 9 Merlin saloon, in very nice condition, £180.—Galsworthy Motors, Ltd., (C2021)

34 Village, London, N.6. Mon. 4444. (C2021)

B OON & PORTER, Ltd., distributors. (C2021)

1949 1½-litre saloon, black, loose covers, 25,000 miles, unscratched, £955. (C4015)

1951 2½-litre drop head four-seater coupe, maroon, one owner, mileage 9,000, faultless condition, £1,125.—Castelnu, S.W.15 by Hammersmith Bridge, Rd. 4444. (12122)

RILEY

PARADE MOTORS (MITCHAM), offer:—

1938 Riley Blue Flash Kestrel saloon, grey and red; £295. (0379/R)

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. M.1. 3392. (C3036)

K EVILL-DAVIES & MARCH, Ltd., offer:—

1950 2½-litre Riley roadster, maroon and beige, low mileage, fast and attractive. (C1201)

41—42, Hay's News, Berkeley Sq., London, W.1. Tel. Grosvenor 2563. (12612)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481, offer:—

1949 (Sept.) Riley 2½-litre 3-seater, low mileage, red, beige leather, immaculate. (C1201)

1935 Falcon 1½-litre, twin S.U.A., very fast; £125.—Wern, 4970 day. (15295)

1937 (regd. Dec. '36) Riley 9 Merlin saloon 2. C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.5. Finchley 6239 (3 lines). (C1061)

S USSKX specialists for Riley cars and spares.—Cairns Ltd., Lewes 1221, Fitchers to Lewes Motors, Ltd. (0057/R)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." (C3041/R)

BEARDS of Kingston, Riley specialists, sales, spares, repairs.—162, London Rd., Kingston, Kingston 5546. (15098)

1947 Riley 1½ saloon, carefully used, reconditioned engine; £685.—Mervyn Austin, Paddington 1280, Ext. 167. (C3067)

1946 (Nov.) 1½-litre Riley saloon, excellent condition; £575; any examination or trial.—Hastley, Ladwade 1155. (C3067)

1951 (August) Riley 2½-litre black red, new condition, 12,000 miles; £1,250.—25, Railway View, Portsmouth 7095. (C3016)

1946 (Dec.) Riley 1½-litre saloon, low mileage, in really immaculate condition throughout; price £550. (C3016)

M ITCHELL, N.2. Tudor 2501-2. (C3016)

135—Riley 12 Kestrel saloon, 35/34, excellent condition throughout, 122, Boxley Rd., Maidstone, Kent, Maidstone 2963. (12996)

1949 Riley 1½ saloon, 24,000 miles, but absolutely new; £625.—H. Lester (Cars), Ltd., Bath 2424. (C1068)

1948 Riley 2½ saloon, fitted 1952 engine, 8,000 miles since, Radiomobile, heater, covers, excellent condition; £795, o.n.o.—Box 8860. (C1068)

1949 (October) Riley 1½-litre saloon, one owner, small mileage, immaculate, £795.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (C1068)

RILEY 9 Merlin 1936 very smart, excellent mechanically; £180, or nearest offer.—Donald Grocer, West St., Sittingbourne, Kent, Tel. Sitt. 425. (15011)

1949 Riley 1½-litre saloon, finished green, mechanically very good, interior beautiful, minor work leaves a little to be desired; £735, or exchange. (C1068)

J. BLAKE & Co., Ltd., 110, Bold St., Liverpool, Royal 1515. (C1068)

1948 Riley 2½-litre black saloon, 40,000 miles, fine condition, heater, radio; £775 or offer.—John Barker, Ltd., Knottingley, Yorks. Knottingley 451. (12968)

1185—1935 Riley 12hp Merlin sports saloon, excellent condition throughout, 122, Boxley Rd., Maidstone, Kent, Maidstone 2963. (12996)

1949 Riley 1½ saloon, 24,000 miles, but absolutely new; £625.—H. Lester (Cars), Ltd., Bath 2424. (C1068)

1948 Riley 2½ saloon, fitted 1952 engine, 8,000 miles since, Radiomobile, heater, covers, excellent condition; £795, o.n.o.—Box 8860. (C1068)

1949 (October) Riley 1½-litre saloon, one owner, small mileage, immaculate, £795.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (C1068)

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J. BLAKE & Co., Ltd., 110, Bold St., Liverpool, Royal 1515. (C1068)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1951 (March) Riley 1½-litre saloon, finished metallic green with green hide upholstery, fitted Karote loose covers, H.M.V. radio, tyres unmarked, whole car quite as new, owned and driven by person only; £1,125, or exchange.

J. BLAKE & Co., Ltd., 110, Bold St., Liverpool, L3 5JH (0524)

8700 miles guaranteed, 1949-50 Riley 2½-litre saloon, cream with green leather; virtually indistinguishable from new, both appearance and mechanically; offers around £1,000; h.p. available.

TEL. HAR. 0044

CAMDEN MOTORS—Riley 2½-litre saloon, 1951, in black with brown leather, quite an immaculate specimen, in exceptional order throughout, Smith's dealer with screen demisting, Link protective mats, etc.; £1,095.

CAMDEN MOTORS—Riley 2½-litre saloon, 1947, late property of London stockbroker, fastidious maintenance and a very fine car in the mechanical sense, excellent running, leather to match; £695.

CAMDEN MOTORS—Riley 1½-litre saloon, 1950, in black, engine just decked, serviced and tuned in our workshops, excellent order; £995.

CAMDEN MOTORS—Riley 1½-litre saloon, 1937, the rare and desirable Kestrel 6-light model with special series engine and very much streamlined body styling, capable of a very high standard of performance, several extras. Ace wheel discs, pedals, dual windings; £595.

CAMDEN MOTORS—Leighton Buzzard, Beds., Tel. 2041. Open till 5 p.m. Write for catalogue. (C1015)

1950 (November) Riley 2½-litre saloon, silver bonnet, red leather, radio, heater, 11,000 miles, one owner, excellent condition, exchanges valued at £1,005; see Motorist (Blackpool), Ltd. Harrogate, Blackpool S.S. Tel. 41157. (5061)

ROSE & YOUNG, Ltd., offer 1947 Riley 2½-litre saloon, exceptional condition, H.M.V. radio and heater, black, £610, 45, Stenham Rd., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tube Hill 5464.

RILEY 2½-litre roadster, superb high-speed conversion, very large bonnet, first registered January, 1951, 19,000 miles, dark grey, excellent condition, £995, on o.s.—Stibbs, Alf. Cottrell, Stidenham, Chichester, Sussex, 245, after 6 p.m. (3000)

1949 Riley 1½-litre saloon, black with red leather, fitted H.M.V. radio, heater, etc., maintained by Riley main agents; this car is in impeccable condition and would fetch £725, h.p. available. See arranged—Ring Roundoff 2017 after 7. (3074)

Riley Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Riley cars. 150, Park Lane, W.1. Grosvenor 3434. (0693/R)

ROWLAND SMITH'S

ROWLAND SMITH'S the Riley buyers—Hamstead

High St. (Hamstead Tube), Ham 5041 (0683/R)

XXX Cash immediately for good Riley—H. F. Edwards, 28, Upper High St., Epsom 9000 (W2041)

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars, in first-class condition—May, 3051. (19345)

BLAKES, Riley distributors, will purchase any Riley cars—110, Bold St., Liverpool, 1 Tel. Royal (0622)

URGENTLY required 1946-52 Riley 1½-litre saloon—Gibson Sports Cars (Christchurch) Ltd., Lyndhurst Rd. Christchurch, Hants. Tel. 1681. (1285)

CHILDREN Cars require a 12/4 or 9 Kestrel saloon; also a Swift (no. 124) and a roadster, 2-seater—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. (C1045)

Riley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Presaleer gear boxes, exchange and repairs—169 Fulham Rd., S.W.3. Kensington 7301. (0238/R)

FRANK L. HALL OF MAIDENHEAD

SPECIALISED knowledge and personal supervision of Riley sales and service, guaranteed satisfactory. Tel. Maidenhead 715. (7950)

PREFLECTOR gear boxes—H. A. Engineering, 55, Grant Rd., Addiscombe 2951. (0779/R)

FOR Riley service consult the Riley specialist—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961)

HARTLEY'S for Rileys, spares and service—165-171, Stansted Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0346/R)

REX NEATE, Sharnbrook Lane, Botley, Southampton, specialized Riley service, large stocks of spares, prompt attention—Enquiries to Botley 132. (0260/R)

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialized Riley service; cars collected and delivered by arrangement. Tel. Henley-on-Thames 450. (0272/R)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs. Carriers Lane, High-rate Rd., London, N.W.5, Gai. 5480. (0262/R)

RILEY distributors for 29 years—Comprehensive list of spares, quotation and advice invited; send your enquiry for complete overview by specialists—Mosey's Agencies, Ltd., High St., Leamington Spa, Tel. 67. (8636)

ROLLS-ROYCE

H. R. OWEN, Ltd.—Send for full details of first-class used Rolls-Royce cars available—17, Berkeley St., London, W.1. Tel. Mayfair 9550. Proud Member of the Swain Group. (C3052)

RUSSELL MOTORS offer—

1932 20/25 Rolls-Royce 4-door cabriolet by Park Ward, excellent car, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, R. Soane St., S.W.1, Tel. Soane 9258. (C5060)

ROLLS-ROYCE

C. M. CAR MART, Ltd.

1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon black with beige leather upholstery, in exceptional condition, passed manufacturer's 10,000 miles; £5,500.

1951 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, black with black leather to front and beige cloth to rear, 14,000 miles, passed manufacturer's 15,500.

1938 Rolls-Royce 25-30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £1,595.

1937 Rolls-Royce 25-30hp H. J. Mulliner sports saloon, black with brown leather upholstery; £1,495.

C. M. CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434. (C1038)

RIPON.

RIPON.

RIPON BROS., Ltd.

The leading Northern Rolls-Royce and Bentley specialists. Have a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPON BROS., 10, Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0905/R)

COACHCRAFT offer—

£450 on o.s.—1933-4 P11 sports saloon, three months' written guarantee, terms and exchanges—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1055)

SWANMORE GARAGE.

ROLLS-ROYCE and Bentley Specialists.

1176 1180, Christchurch Rd.

BOSCOMBE, Bournemouth

ROLLS-ROYCE Wraith semi-racer edge saloon, 1939;

ROLLS-ROYCE 25/30 H. J. Mulliner saloon, 1937;

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. (Blackfriars 9265-6-7.) (C2020)

SIMMONS (MAXFAYR) offers—

1929 Rolls-Royce 2½ fourseater drop head by Compston 1938, recently recoloured black, new maroon leather hood, new carpets, complete with post-war P1000, Windstone, headlights, 19in wheels and discs, 5 new tyres; £595.

1935 Mulliner, with ride control, two owners only, started throughout war, total mileage 68,000, new battery, new exterior, interior completely renewed by original owner, maintained by makers since new. Rolls-Royce specialist serviced to own instructions, one of the finest carriages it has been our privilege to offer, this Phantom II is indeed an incomparable Rolls-Royce, (used and owned by the late Sir John Lubbock, 1st Baronet, 1857-1934).

SIMMONS (MAXFAYR), Showrooms, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2655. (C4012)

MASCOOT MOTORS, Ltd. offer:

1936 25hp Hooper sports saloon with division.

1935 40/50hp T. & M. swept back 7-seater limousine.

1935 25hp Mann Egerton swept back 7-seater limousine in leather.

1934 25hp Park Ward sports saloon, ride control.

1934 25hp Saloon sports saloon.

1932 25hp Park Ward 4-light saloon.

1930 25hp Park Ward fourseater drop head coupe.

1930 25hp H. J. Mulliner Weymann saloon.

We are anxious to purchase 20th and 25th Rolls-Royce and 3½ and 4½-litre Bentleys with all types of coachwork.

MASCOOT MOTORS, Ltd., 237-245, Kenal Rd., Ladbrooke Grove, W.10. Ladbrooke 1251-2. (05097)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 Rolls-Royce Phantom III Sedana limousine by H. J. Mulliner, colour-black with beige leather upholstery in front and Melfon cloth upholstery at rear, chassis No. 5 DU 54, speedometer reading: 24,562 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melfon Court, South Kensington, S.W.7. Tel. Kensington 6942 (5 lines).

OWNER Kenner 1935 25hp Saloon, boot, leather, black, attractive, nice order. £595.

PHANTOM 11/1954 Hooper Coachwork, 5-seater touring car, fully equipped, reasonable mileage, outstanding carriage, reasonable cost. Below.

OWNER-DRIVER 1937 30hp 4-door H.J.M. Saloon, black, capacious boot, leather, mileage 20,000, excellent condition, excellent history.

OWNER-DRIVER 1937 Phantom III electric partitioned Park Ward Saloon, sunroof, mileage 21,000, excellent history, capacious boot, wirewheels, 6-wheel, 1000cc, covers, exceptional opportunity. Also A. Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1009)

ROLLS-ROYCE

J. B. JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to—

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. (0667/R)

P. PHILIP RICKARDS, Ltd. offer—

1937 Rolls-Royce Carlton drop head coupe, black/blue—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3050)

WARWICK WRIGHT, Ltd. offer—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio, grey, blue leather, 26,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. (C4045)

GUY SALAMON AUTOMOBILES offer—

1949 Rolls-Royce Silver Wraith James Young owner-driver 4-door saloon; £3,600.

1939 Rolls-Royce Wraith Gurney Nutting sports saloon, finished dark grey and silver, in our opinion the most elegant and exclusive bodywork ever to grace this superb chassis, must be seen to be appreciated, full history available; £2,550.

1933 Rolls-Royce 20-25 owner-driver saloon, excellent condition; £955—Portsmouth Rd., Thames Ditton, Esherbrook 5581-5-5. (C1006)

1935 (late) 20-25 Barker 4-light saloon; £895—Beloe.

1932-3 20-25 Park Ward 4-light saloon, an outstanding car; £605—Basingstoke Motor Co., Ltd., Basingstoke 477. (C1012)

C. HIPPARD MOTORS, Ltd.—See our advertisement under "Sports Cars."

1938 (late series) Rolls-Royce 25/30 limousine, perfect—Tel. Mayfair 3665. (C3050)

1939 Wraith owner-driver Fremantle & Webb roadster sports saloon, no division, full history.

1937 25/30 Thrupp & Maberly roadster-edge saloon.

R. C. MONTAGUE, 255, Kens' Rd., London, W.10. (C5017)

HEARSES—1935 Phantom II streamlined 6-beaver limousine, A. & S. Coachwork—exclusive equipment, new service, reasonable cost, also

1937 Phantom III, 5-door, 6-door, 6-beaver, modern streamlined, lavishly equipped, mileage 30,000.

A. LEE & SAUNDERS, Funeral Trade Coachbuilders, 7941, Providence Court, North Audley Street, Mayfair. (0686/1)

ROLLS-ROYCE 25/30 Mulliner saloon, O.R.M. November series, well maintained; £1,050—Frank Dale, Freemantle 5789. (C1067)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce dealers and repairers, reliable used cars in stock.

1949 Rolls-Royce Silver Wraith roadster edged over Park Ward sports saloon by James Young; £3,750. Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 435. (C5057)

20-25 H. J. Mulliner owner-driver saloon, Ace 4008, twin axles, excellent condition, May 1939; £3,350. Richards & Brown, Ringers Rd. (off High St.), Brunley Kent, Ravensbourne 8479 & 2352. (C3041)

1933 Rolls-Royce 20/25 owner driver saloon, with 3½ boot, body by James Young, in very nice condition, new interior, 488, Dreveston Rd., S.W.16, Tel. Streatham 8638.

£475—Rolls-Royce 25hp 5/6-8tr saloon with conversion; excellent division, exceptionally attractive and very sound; coaches considered. 55, Shirehall Park, N.W.4, Hendon 1648. (C5024)

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices—Claude Burgine & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644. (C5076)

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward, limousine, black low mileage, excellent condition; reasonable offers invited—55, College Crescent, Hampstead, N.W.2 (55 via Cottage Tube), Pri. 5614. (C4046)

1936 (Nov.) Rolls-Royce 25/30 Windover 7-seater limousine with boot, privately owned and reliable, maintained since new, 45,000 miles, faults; £975. P. Foster, 106, High St., Uxbridge, Tel. 1202. (3560)

1937 Rolls-Royce Phantom III Hooper 4-light saloon with boot and sliding division, occasional sideways seats, well maintained by private owner; £1,100 or part exchange, also.

1933 (Sept.) 20/25 Rolls-Royce Mulliner 4-door, sliding roof, black with brown hide, excellent record; 6775, or part exchange.

G. BURTON NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (C3025)

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25 limousine by Hooper, large forward occasional, recently completely overhauled, in exceptional condition throughout; 6745-94, Gd. Portland St., W.1, Lad. 1345. (C4015)

CLARKE'S OF PIERBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; cars available for inspection. Tel. Brookwood 2201-2. (0557/R)

1937 delivery 30hp Rolls-Royce 4-door, 4-light, owner-driver saloon, with sliding division and with boot by Hooper; two-tone black with beige upholstery, recent overhaul by makers (bills available), re-limousined.

PADDON BROS., 60, Chelval Place, South Kensington, S.W.7. Tel. Ken. 5477-5478. (C3035)

1931 20-25hp, 7 seats, large face forward occasion, 11 signals, Barker body, sliding partition, 800 cc engine overhauled, with 1000 cc January nearest to £450—Steele, 14, Warren Avenue, South Fleetwood (Lancs.). (3076)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A&S display selection—12 Rolls-Royce Limousines, moderate mileage. (Mechanical guarantee certificate.) Below

LIMOUSINES—1955 25hp Hooper, partition, forward

LIMOUSINES—1955 25hp Park Ward, leather, partition, black, 7-speed superb, also 1956 Hooper, swept tail, black, beautiful order, opportunity. £1,065.

LIMOUSINE—1956 30hp Windover, partition, 7-forward, partition, swept tail, reasonable mileage, black, bargain. £1,295.

LIMOUSINE—1958 Barker 30hp, partitioned, 7-forward, swept tail, black, beautiful order, opportunity. £1,265.

W—1959 30hp Limousine, partition, 7-forward, occasional, swept tail, black, carefully maintained. £1,790.

LIMOUSINE—1957 Phantom III Park Ward, partition, 7-forward occasional, swept tail, black, carefully maintained, mileage 55,000, opportunity. £1,500.

LIMOUSINE—1956 (mileage 35,000) Phantom III (solid tappet) Windover, partition, magnificent carriage, face-forward occasional. £1,500.

L.P.F. & SAUNDERS always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair. 2941. (C1006/2)

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists—Always a selection of good Rolls 20s and 25s at competitive prices. H. R. Craxley, 20, Kensington, Queen's Gate Mews, Gloucester Rd., Kensington, Western 5522. (C1008/9)

1937 Rolls-Royce Phantom III sedan, Barker coachwork, black, with grey interior, Puller radio, 2 spare tyres, mileage 58,000, serviced by Rolls-Royce, exceptional condition in every way. £1,200. For inspection apply 16, Berkeley Mews, W.1. Welbeck 2577. (C1006/3)

JACK OLDING, of Mayfair, official Rolls-Royce and Bentley retailers, have a few models in stock at reasonable prices. A 1950 Silver Wraith H. J. Mulliner class used cars, only 13,000 miles, also can offer new cars for early delivery. Audley House, North Audley St., W.1. Mayfair 5242-5-4. (C1030)

PHANTOM II, 1954, genuine 51,000 miles, £250 spent on engine overhaul, face-forward occasional body, boot and delivery, for sale privately by owner who has just taken delivery of new car, price £775. Apply Fairhead, 27, Arthur Rd., Wimbledon, Tel. Wimbledon 2185 after 6.30 p.m. (C1031)

THE SOUTHERN MOTOR CO., originators of the Rolls-Royce replica, have a few models in stock at reasonable prices. Works, Old Hunts Green, Lower Heath (adjacent to Gatwick Airport), office, Chilton Cottage, Lower Heath, nr. Crawley, Sussex. Tel. Crawley 437. (C1032)

1938 (November) Rolls-Royce Wraith 25 30hp 7-speed limousine, face-forward occasional, leather in front, fawn cloth to rear, body by Thrupp & Maberly many extras, excellent condition throughout, one owner, 51,550 genuine mileage, £1,475. Apply Bennett, 5, Melbourne Ave., Sheffield, Tel. 61070. (C1005)

ROLLS-ROYCE—A unique car Silver Ghost, but first registered August, 1935, believed to be very low mileage, many modifications including vacuum servo, f.w.b., electric petrol feed, low pressure tyres, P100 headlamps, twin horns, modern bodywork, genuine 14 m.p.s., six excellent tyres, this car is in daily use, and is open to any examination; £1,500—Box 3476. (C1035)

£185 nearest—Rolls-Royce 433hp Phantom 1, February 1929, Sedan, black, Windover body, looks modern, ideal hire car, seven-seater, Rolls handbook and keys, tyre, good and battery, recent genuine overhaul, guaranteed, faults, wants slimmer repair, small upholstery repairs, wants touching up, and new seats would exchange similar car, £1,574 above—Box 3476. (C1036)

Rolls-Royce Cars Wanted

S—1959 30hp Limousine, partition, 7-forward, occasional, swept tail, black, carefully maintained. £1,790.

LIMOUSINE—1957 Phantom III Park Ward, partition, 7-forward occasional, swept tail, black, carefully maintained, mileage 55,000, opportunity. £1,500.

LIMOUSINE—1956 (mileage 35,000) Phantom III (solid tappet) Windover, partition, magnificent carriage, face-forward occasional. £1,500.

L.P.F. & SAUNDERS always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair. 2941. (C1006/2)

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists—Always a selection of good Rolls 20s and 25s at competitive prices. H. R. Craxley, 20, Kensington, Queen's Gate Mews, Gloucester Rd., Kensington, Western 5522. (C1008/9)

1937 Rolls-Royce Phantom III sedan, Barker coachwork, black, with grey interior, Puller radio, 2 spare tyres, mileage 58,000, serviced by Rolls-Royce, exceptional condition in every way. £1,200. For inspection apply 16, Berkeley Mews, W.1. Welbeck 2577. (C1006/3)

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Rolls-Royce Cars Wanted

E. D. ABBOTT, Ltd. (officially appointed Rolls-Royce retailers) are open to purchase pre-war privately owned Rolls-Royce saloons, sports saloons or coupes. Barnham, Surrey. Tel. 6262. (C1009)

PRIVATE purchaser requires Rolls-Royce 20-25 limousine or drop head coupe not earlier 1935; willing to pay up to £200 according to condition and age. Send particulars, photo and price to Box 3585. (C1094)

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars—45 Berkeley St., W.1. Mayfair 6206. Service, works and stores: Barnside Yard, off Elgin Avenue, W.9. Tel. Cunningham 9346-8. (C1057/8)

ROLLS-ROYCE Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models. W.1. 19, Liberty 7222 (8 lines). (C1062/3)

WORKS—Lombard Rd., Morden Rd., Merton S.W.19. Liberty 7222 (8 lines). (C1062/3)

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair. Complete overhauls, mechanical or coachwork. T. Mayfair 5242 for collection.—18, Providence Court, W.1. (C1050/1)

CHARLES POLLETT, Ltd. officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6206.

SPARE parts.

SERVICE: Barnside Yard, off Elgin Avenue, W.9. Tel. Cunningham 9346-8. (C1061/4)

MERCHISON MOTORS, Specialists for Rolls-Royce and Bentley. Works Directly, "Wilkey's" W.1. 19, Liberty 7222 (8 lines). Tel. Jubilee 2765. (C1062/3)

CENTRAL GARAGE, Craydon specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models—Central Garage, Tel. Cro. 7464. (C1042/3)

ALL spares for 20 and 25hp Phantom I and Phantom II classified and recommended replacement spares guaranteed for 12 months for the above models, full repair service at reasonable charges. Also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.18. Tel. 3462. (C1064/5)

ROLLS 10

1940 Rover 12hp saloon, in original condition throughout, radio, a very exceptional car. £450. (C1054)

COLUMB GARAGES, Wispie Rd., Wimbledon, London. S.W.19. Tel. Wimbledon 0195-6. (C1054)

CAMDEN MOTORS—Rover 10hp saloon, May, 1947, in black, fitted heater, a genuine one-owner car, since new, good order. £675. (C1055)

CAMDEN MOTORS—Rover 10hp saloon, 1940, in black, fitted heater, very stylish looking car, original Rover from finish, very low mileage, economical, uses no oil. £495. (C1055)

CAMDEN MOTORS—Rover Specialists, Leighton Buzzard Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1947 Rover 10 saloon, black, brown upholstery, good tyre, taxed, bargain. £545. Holmwood Motor Co., Ltd., Richmond, Surrey. Tel. 4014. (C1053)

1938 Rover 10hp saloon, Rover blue, an immaculate written guaranteed, taxed. £535—London C. 592-6. Greenford Rd., Greenford, Middx. Wuxlow 2645. (C1057)

ROLLS 12

1947 Rover 12 saloon, black, immaculate, fitted heater, with H.M.V. radio; £645; terms and exchange. (C1058)

BROOKS HOUSE MOTORS, 32-36, Upper Clapton Rd., Clapton, E.5. Amhurst 5191. (C1058)

BRITTON'S, Ltd.—Rover 12 1938 saloon, black, excellent condition, well shod, taxed. £395.—17/14, Oaten Mews, Empress Gate, S.W.7. Western 1242. (C1058)

£375—1938 Rover 12hp de luxe saloon, faultless runner, original cellulose, taxed December. B. & W. Motors, 120-124, West End Lane, N.W.6. Hampstead 6430. (C1024)

CAMDEN MOTORS—Rover 12hp sportsman's saloon, price, carefully used and in tip-top mechanical order, heater and other extras. £645. (C1055)

CAMDEN MOTORS—Rover 12hp sports saloon, 1938, stylish 4-light model, a most desirable car, outstanding performance. £395. (C1055)

CAMDEN MOTORS—Rover Specialists, Leighton Buzzard Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1935 Rover 12hp 25hp saloon, engine completely recon. Oct. 1951, bills for approx. £200 can be shown, outstanding value, £150—Car Bros., 80, Soho Sq., W.1. Ger. 5679-9. (C1058)

395gms—Rover 12, 1938, de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturday—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C10418)

WANTED, Rover 12 Cars Wanted

URGENT—Rover 12 in first-class condition, urgent—C.W. Motors, 11/13, Conduit St., Leicester 6519. (C1059)

ROLLS 14

1938 Rover 14 saloon, very superior condition, bills with us for £720. £395. (C1072)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

1936 Rover 14 sports saloon, blue, road condition for sale, taxed £225—Kerridge, Ayles, Tel. 2924. (C1074)

TANKARD & SMITH, Ltd., offer, 1935 Rover 14 saloon, recolloured grey, £160.—37, Fickham Rd., London, S.E.15. Tel. Rodney 2051. (C10625)

£445—1939 Rover 14 de luxe saloon, black, taxed, December, last year—Bray Motors, 118/164 West End Lane, N.W.6. Hampstead 6490. (C1024)

ROVER 14

1939 Rover 14hp sports saloon, one owner, grey, Debona, Ltd., Staines, Middlesex. Tel. 801. (C1074)

1936 Rover 14 saloon, splendid condition in every detail, licensed to drive for one year, £275. Pantles Service Garage, London Rd., Guildford 6326. (C1095)

1939 Rover 14 saloon, reconditioned engine, excellent condition, taxed, insured; £450.—Caley, Felix Cottage, Whitehall, Bucks. Princes Risborough 569. (C1096)

WALTER SCOTT, Ltd.—1939 Rover 14, black, exceptional condition; £435.—29, College Crescent, Hampton, N.W.5 (Swiss Cottage Tube). Fr. 5614. (C1006)

1938 Rover 14, £170 recent, radiators, rechromed, respray grey, new roof, shock absorbers, etc.; £425.—24, Shirley Ave., Craydon, Ad. 5904, evenlades. (C1071)

1938 Rover 14 sports 4-light saloon, engine just reconditioned, fully guaranteed, bargain.—A.Z. Motors, Palmerton Rd., N.W.6. Mail 472. (C1011)

CAMDEN MOTORS—Rover 14 sports saloon, 1947, stylish 4-light bodywork in most attractive shade of deep maroon with leather upholstery to match, a one-owner car in snick and spack condition, £665. (C1011)

CAMDEN MOTORS—Rover 14 saloon, 1946, just repainted dove grey, 26,900 miles, outstanding order. £595. (C1011)

CAMDEN MOTORS—Rover 14 saloon, 1940, two fabulous overhauls, mechanical or coachwork, complete throughout and identical to post-war series, fitted radio, etc.; £495. (C1011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 15 Cars Wanted
URGENTLY wanted, 1947 Rover 16 saloon, first-class condition.—Cox's Motors, 11/15, Conduit St., London E.C.1. Tel. 6309. (W1059)

ROVER 20
ROVER Speed 20 1954 sports saloon, rear door, black, excellent over throughout, tires unmarked. £175. Offers.—Box 5490. (S259)

1938 Rover 20 sports saloon, post-war appearance and in excellent mechanical condition, having just had engine reconditioned. £475.
GARAGE SERVICE Co. Ltd., 9, Hoop Lane, London, G.N.W.11. Speedwell 3408. (C3019)

ROVER 40 & 75
R. F. FOGGIE, Ltd.

75 Rover P.4 genuine mileage 4,000, coachwork specially finished in olive green, the whole in every way indistinguishable from new, £1,600.
R. F. FOGGIE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

HENLYS, Ltd., offer:—

1950 Rover P.4, black with red leather upholstery, a beautiful example of this very fine make, inspected and serviced by our works before being offered for sale, carrying out usual 7 days' free trial on guarantee, price £1,295. H.P. available; our latest list prices available by return post.—365, Euston Rd., London, N.W.1. Roadside 4484. (S097)

TICKFORD, Ltd., offer:—

1948 Rover 60 sal., black, grey leather, heater, speedo reading 22,000, exc. cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. (C4003)

1950 Rover 75, black, grey leather, 24,000 miles, £1,025.—Paddington 0022. (C2032)

ROVER P.4 saloon, excellent condition—Dunham & Haines, 46, Conduit St., London E.C.1. (C1012)

1948 (Dec.) 75 6-light, black, immaculate, one owner; £760.—St. Helens (Lancs) 3900. (C2008)

1951 Rover P.4 saloon, guaranteed 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834 3406. (C1010)

1950 Rover P.4 saloon, 8,000 miles.—Green & Zenas, 114, Tottenham Rd., London E.C.2. (C2028)

3, Tel. Deansgate 3525.6. (C2028)

1950 Rover P.4; black, grey leather, radio, heater, loose covers, 11,000 miles.—Cox's Motors, Ltd., Conduit St., London E.C.1. (C1059)

1950 (December) Rover 75, dark green, heater, exc. cond. and appearance, 26,000 miles; £1,150.—Tel. Hon 5107, ex. 12. (S049)

1950 Rover P.4 saloon, smoke blue and blue leather, fitted interior heater, low mileage, beautiful condition throughout. £1,225.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1036)

CASS'S MOTOR MART—1948 Rover 75 saloon, heater, immaculate, one owner; £795, written guarantee.—S. Warren St., W.1. Euston 4110. (C1040)

£1195 (11-September, 1950) Rover 75 saloon, a most immaculate car in cream, 11,000 miles, condition virtually indistinguishable from new.

CAMDEN MOTORS, 10, River Specialists, Leighton Burdard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1948 Rover 75, black, brown upholstery, magnificent condition, unmarked, performance near new, engine maintained, radio, heater; £695, open to offer. Pop. 3612. (C1035)

1950 P.4, green, 10,000 miles, carefully used, serviced by makers, exceptional condition; £1,245 a year offer.—Blacklin, Acre Wood, Farnham Common 5453. (S191)

6000 miles.—1937 Rover P.4 saloon, ivory, as new; subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (C1027)

1948 Rover 75, reg. 1950, in immaculate condition in every way, brand new P.4 engine put in 3 months ago, can be seen Saturdays only; price £1,050.—Tel. Speedwell 6421. (S256)

NAYLOR & ROOT—1950 Rover 75 P.4 saloon, black, red leather, low mileage, unblemished throughout; £1,290; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Bath 2252. (C3062)

OCTOBER, 1950, Rover P.4 saloon, black with red leather upholstery, genuine mileage 6,900, complete with radio and heater, indistinguishable from new. £1,250.—Apply to Box 5454. (S175)

ROVER 75, late 1950 model, black, company directors car, beautifully chauffeur kept, mileage 9,000 miles; first offer £1,150 secure.—Write Box 4551, Frost-Simith Advs., 64, Finsbury Pavement. E.C.2. (S130)

ROVER P.4 1950 model, 14,000 miles, £1,095; or Rover P.4 light saloon, engine recently modified by works, £915; both in excellent condition and entirely works maintained. Bitted Radomobiles.—Box 5415, or Basset 2577. (S097)

XMAS gift—1951 Rover P.4 saloon, privately owned, just run in, only 7,000 miles, air conditioned, colour black with red leather interior, absolutely as new; £1,239, would consider exchange with small car.—A. Urquhart, 1025, Garratt Lane, London, S.W.17. Baltham 5551. (S215)

LAND-ROVER

OFFERED BY:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon S.W.19. (S1140)

RUSSELL MOTORS offer:—

1951 Land-Rover, 16,000 miles only, 2 spare tyres; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, W. 1st St., W.1. Tel. 5948. (C3068)

1949 (July) Land-Rover 13,000 miles, one owner, private use; £595, or part exchange.

GEORGE MEYMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (C3023)

LAND-ROVER
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Land-Rover, choice of two; £525. (C1057)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 5297-8-9. (C1057)

LAND-ROVER 1950, reg. Nov. 1948, condition excellent; £465.—Dr. Warren, Maplehurst, Horsham. (S1038)

£425—1949 series Land-Rover, one careful owner. (February) Land-Rover. Tel. Winchester 4834. (C1010)

1950 Land-Rover, 18,700 miles, one owner, taxed, good specimen, any trial; price £475.—Ker-ridge, Aiton, Tel. 2224. (S275)

£540—1951, 18,000 miles; B.M.T.A. permission to sell.—To view ring Mrs. Hawker, Trafalgar 2396 between 1.30-5.30. (S374)

LAND-ROVER, small mileage, road use only, carefully used and maintained.—Atkinson, Bram-wood, Betchworth, 5121. (S110)

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PRICES FROM £450

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ENGLAND'S Largest Rover Distributors

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URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (C242 R)

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1948 type (registered late 1947) Singer Super 10 leather, sliding roof, maintenance records, all available, superb specimen, written guarantee. 350ms.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. (C2000)

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1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £580.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1651. (C4009)

GORDON CARS (LONDON), Ltd., for Singers.

1952 1500 saloon, small mileage; £395.

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1949 12hp saloon, exceptional; £345.

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1952 S.M.1500 saloon, in spotless condition; £750.

MITCHELL & MUNDY, 260, Old Brompton Rd., S.W.5. Frenchie 5471. (C3904)

1950 S.M.1500 saloon, excellent condition throughout, black, burgins; £545.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin 5555. (C4060)

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Autospin, 5, Balham High Rd., Balham 1509. (C1009)

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1937 (Sept.) Singer 12 saloon, perfect mechanical order, very clean coachwork; £1165.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m. to 7 p.m. (C1030)

TANKARD & SMITH, Ltd., offer 1949 Singer 10 saloon, black, brown upholstery, in excellent condition; £450.—97, Peckham Rd., London, S.E.15. Tel. Rother 2051. (C4025)

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1950 Singer 1500 saloon, colour bicolor, recent floor covers, immaculate condition throughout, mileage 12,000; £625.—R. S. Mord (Sales), Ltd., 42, Curren St., Maidenhead, Tel. Maidenhead 5451.2. (C3011)

1950 Singer S.M.1500, tastefully finished in duck-egg blue, mechanically without fault, a really first-class car; open to any trial; £615; exchange, terms.—Midland Motor Co., Traffic St. (Island), Derby. (One more Bus Station, 1 Tel. 40124 Becket 4507. (S104)

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The low priced car specialists, 84-90, High St., Edgware, Tel. Brg. 4150, hrs. Mon-Sat, 8.50-7.30.

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TANKARD & SMITH, Ltd., offer 1946 Standard 8

tourer, grey, blue leather, £350. (C1029)

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1948 model 4-seater tourer, grey with grey interior,

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4260. (C1026)

STANDARD 9, 1946, sun sal., immaculate, H.P. avail-

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345 ins.—Standard 8, late 1948, 4-seater, grey, excel-

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Belton. (C1018)

345 ins.—Standard 8, November, 1946, saloon, black,

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245 ins.—Standard 8, 1939, de luxe saloon, grey,

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terms, exchanges; list, open 9-7 week days and Satur-

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1946 Standard 8hp saloon black, sliding head,

one owner; £325—Christy, Hemington, Leam. (S294)

1947 Standard 8hp saloon, grey with blue leather,

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John Lees, N.13. Pl. 1978.

£240—Standard 9, 1939 saloon, grey with blue

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£355 ins.—Unreplaceable! 1948 Standard 8 sports 4-

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£75—1932 Standard 9 saloon, reconditioned engine,

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saloon, finished in maroon, good tyres in very

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£95—Standard Little 9, 4-door saloon, 1932,

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DICKS.

1948 Standard 12 saloon, low mileage; £465.

DICKS CAR SALES, Ltd., 385-401, High Rd., W.10,

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1948 Standard 12hp 6-7-seater Estate car, built at

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wooden body, luxuriously upholstered throughout,

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HIRE purchase terms on the spot with no references.

Hire formalities or guarantors; part exchange on your

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£125—1935 Standard 12 saloon, excellent runner.

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STANDARD 12

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£350—1946 Standard 12 saloon, black, excellent

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1946 Standard 12 saloon; £395—Blue

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1946 Standard 12, radio, black, red leather; quick

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425 ins.—Standard 12, late 1947, de luxe saloon,

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1948 Standard 14, slight coachwork necessary on

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PARTER BANTOCK, 22, High Rd., High Rd., Chis-

wick, W.4. Chiswick 2725 5670. (C1014)

1947 Standard 14 saloon; £425—Blue Star Garages,

Ltd., Fortune Green Rd., N.W.6. Hampstead 2211. (S322)

£295—original condition, very good tyres; many

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2211. (C1074)

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ELITE MOTORS offer—

1949 Standard Vanguard, green with red leather

interior, radio and heater, moderate mileage,

an exceptionally well maintained vehicle; taxed, £565.

1950 Standard Vanguard, maroon with beige

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1950 (May) Standard Vanguard saloon, maroon,

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1952 Standard Vanguard sal., grey, grey leather,

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1950 Vanguard, 22,000 miles, radio, heater, a most

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TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2.

Temple Bar 5336. (C1029)

1951 Vanguard saloon, leather upholstery and

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COLES GARAGES, Worpole Rd., Wimbledon, London,

S.W.19. Tel. Wimbledon 0196-6. (C1054)

1951 Standard Vanguard, condn. as new; £630—

Carr Bros. Garages, Ltd., Purley, Upt. 4912.

13546. (C1011)

1950 one owner Vanguard in black nominal mile-

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Mal. 4723. (C1011)

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available from stock ready for your showroom; we

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CERRY BROWNE MOTORS, Ltd., 52-57, South

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1949 Vanguard 4-door saloon, green metallic with

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L. F. DOVE offer 1951 standard Vanguard saloon,

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service
 STANDARD spares, all models from 1934 by return of post, genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph
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STANDARD spares for all models; largest provincial
 S stockists—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (10359/R)

BROCKHURST GARAGE—Harrow agents for Standard, Triumph, sales, service, spare parts, reconditioned
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HALLS (FINCHLEY), Ltd., have a comprehensive
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 1939 Steyr, unusual chance to buy genuine car, 14hp 4-seater drop head coupe, in fine condition throughout, fitted radio and heater, L.H.D. 4220, Harold Wood Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12, Ilford 3151-2. (104048)

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 1952 Studebaker Champion 4-door sedan, overdrive, radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American
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HENSLY, Ltd. offer—
 1951 Series Studebaker Champion, 22hp, and gives you 25 mpg, grey with tartan covers, nominal mileage, ex-show car a virtually new car with all the unique advantages of Studebaker motoring, price £1,691/9/11; usual guarantee; H.P. available; fullest details available—385, Euston Rd., London, N.W.1. Euston 4444. (10004/R)

RHD late 1951 Studebaker Land Cruiser 4-door
 RHD 1400, new V8 engine—Below.

RHD late model Studebaker, colour black, £1,250.
 RHD—Joe Thompson Motors, Ltd., 97, Fulham Rd., S.W.5, Kensington 465. (104028/R)

£365/11—1953-40 Studebaker 22hp de luxe saloon,
 £365/11—excellent bodywork, steering column gear change, excellent economy, large 6-seater, 3 months guarantee; hire purchase, exchange.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley,
 L 10-12, Fin. 6221. (102052/R)

1945 Studebaker 22hp Champ on R.H.D. fixed head
 1945 four-seater coupe, lovely condition, perfect mechanical order, 1946 Brookside Motors, 100, High Rd., Uxbridge, Tel. 184, 10 a.m. to 7 p.m. (103036/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (The
 S-baker buyers, Wembley 8691, 3903. (104015/R)

Studebaker Spares and Service
 REPAIRS: reconditioned guaranteed gear boxes—10, Winchester Ave., N.W.3, Pri. 6159.

EXCHANGE engines for Commander, 3-day service,
 EXCHANGE brakes overhauled and relined, same day service, overdrive gear boxes exchange service on Commander and President, large stocks of spares, body parts, doors, etc.—Glenhaven Autos, Glenhaven Ave., Boreham Wood, Herts. Opposite Elitree Studios, Elitree 2708, 2725. Cars collected and delivered London area. (10409/R)

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1934 Sunbeam Speed 20 sports saloon, excellent
 1934 condition, Ase dies, bumpers, two spares; £1,150—Derlington, 150, London Rd., Kingston-on-Thames, Tel. 5621-2. (101071/R)

Studebaker Spares and Service
 COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service—Shandon Garage, Abbeville Rd., S.W.4, Tel. 4305. (10315/R)

SUNBEAM-TALBOT

CAR MART, Ltd.
 1951 Sunbeam-Talbot saloon, 8,000 miles; £395—Car Mart Ltd., 520, Euston Rd., N.W.1, Euston 1212. (101039/R)

R. F. FUGGLE, Ltd.
 1951 Mark II Sunbeam-Talbot saloon, metallic blue, 11,000 miles. (102017/R)

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1695,
 R 10-12, Fin. 6221. (102017/R)

B. J. HUNTER, Ltd. offer—
 1950 Sunbeam-Talbot 80 saloon, fitted radio, heater; bargain, £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2,
 B Tel. Guisdon 6305. (102000/R)

PHILIP RICKARDS, Ltd., offer—
 1951 Sunbeam-Talbot 80 saloon, radio, heater, 15,000 miles—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. (103050/R)

WARWICK WRIGHT, Ltd. offer—
 1952 Sunbeam-Talbot 80 saloon, green, red leather, 200 miles only.

1952 Sunbeam-Talbot 80 drop head coupe, black, red
 1952 leather, heater, 2,000 miles.

WARWICK WRIGHT, Ltd. 150 New Bond St.,
 W 1, Mayfair 9761. (104024/R)

SUNBEAM-TALBOT
 GUY SALMON AUTOMOBILES, offer—

1952 Sunbeam-Talbot 80 coupe, H.M.V. radio and
 1952 heater, one private owner; 61,000 miles, immaculate; £1,050—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. (104061/R)

GORDON CARS (LONDON), Ltd. for Sunbeam-Tal-
 G drop head coupe, green; £895.

1950
 GORDON House, 575, Euston Rd., N.W.1, Eus. 6611. (102023/R)

1949 (April) Sunbeam-Talbot 80 saloon, bronze, red
 1949 leather upholstery, sliding roof; £695.

W. J. BROWN, Ltd., established over 50 years,
 W 339 Finchley Rd., N.W.3, Hampstead 4414. (101025/R)

SUNBEAM-TALBOT, 5-litre, 1950, excellent appear-
 S-ance and condition; offers invited—Box 2440, 15071

1950
 S.O.T. Sunbeam-Talbot 4-litre coupe; £370—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2312. (104019/R)

1950
 H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Epswold 0011. (104004/R)

SUNBEAM-TALBOT, 1951/52 drop head coupe, 2,000
 S miles, in super-immaculate condition; best offers—Facilities, Ltd., 64, High St., Epsom, Surrey. (13109/R)

1951 (Sept.) Sunbeam-Talbot 90 10hp saloon, R. &
 1951 H. J. Brown, Ltd., 236-232, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. (102009/R)

1950 Sunbeam-Talbot 90 saloon, finished in black
 1950 with brown leather upholstery, 24,000 miles, one owner, extremely good motor car; £750—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.5, Tel. 4581. (104019/R)

1951 Sunbeam-Talbot 90 saloon, heater, radio, one
 1951 owner; £875, 3 months' written guarantee—Brown's Garage, Loughborough (Leics) 4115 (Tub). (101034/R)

1950 Sunbeam-Talbot 10hp 90 saloon, excellent
 1950 condition; one owner; £700—Emsdale, 25, Lovers Walk, Dunstable, (Tel. Dunstable 463). (104017/R)

1951 (February) Sunbeam-Talbot 90 saloon, 14,000
 1951 miles, colour grey with grey leather; £850—Woking Motors (Maybury Hill), Ltd., Woking 1929. (102057/R)

1950 (July) Sunbeam-Talbot 90 drop head coup-
 1950 vertible, colour grey, grey leather, H.M.V. radio and heater, one private owner; a most attractive car; £750—Upper Richmond Rd., East Putney. (12565/R)

CAMDEN MOTORS—Sunbeam-Talbot 90 saloon, 1952,
 C with red leather, exceptionally small mileage and in super-immaculate condition throughout; £1,045.

CAMDEN MOTORS—Sunbeam-Talbot 90 saloon, 1950,
 C silver grey with grey leather, heater and radio, very fine all-round condition; £795.

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports
 C saloon, 1947, a very pretty car, stylish finish in bronze, excellent little engine, recently overhauled; £625.

CAMDEN MOTORS—Sunbeam-Talbot 2-litre 14hp
 C sports saloon, 1947, very fine specimen, with most impressive performance, numerous extras, Windstones, spare lights and heater; £550.

CAMDEN MOTORS—Sunbeam-Talbot 10hp drop head
 C four-seater coupe, 1939, just resprayed in beige, a very little car, very good running; £350.

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports
 C saloon, 1952, fitted reconditioned engine last year, original dark blue finish; bargain at £350.

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports
 C saloon, 1950-51, Cambridge blue with grey leather, good engine and tyres, delightful performance; £235.

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports
 C saloon, 1947, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 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2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 30

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

MEBES & MEBES, Ltd. (Est. 1933), offer:—
1949 Series Triumph 2000 model Roadster, metallic
 bronze, brown hide upholstery, heater, extras,
 small mileage, taxed. £695.—The Broadway, Mill Hill,
 N.W.7. Tel. 2010. (C3012)

1951 Triumph Renown saloon, 9,000 miles, maroon,
 one owner, fitted radio, heater.
RUPCO, Ltd. (Triumph purchased), 16, Albemarle
 St., Mayfair, London, W.1. Regent 2352. (C3052)

1949 Triumph Razor Edge saloon, black, beige
 leather upholstery, one owner, £595.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware
 Rd., N.W.9. Col. 9962. (C3004)

GUY ALFREDS & Co., Ltd. 1951 Triumph Mayflower,
 radio, extras.—6-7, Warren St., W.1. Euston 2700.
 (C1005)

1948 (Dec.) Triumph 1800 razor edge saloon, grey,
 grey leather upholstery, heater, H.M.V. push-
 button radio; 2093.
W. J. BROWN, Ltd., established over 30 years.
 339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

£765—1951 Triumph 2000 Renown saloon, 1950, grey
 with black leather, 17,100 miles, a really nice
 car in tip-top mechanical order.
£575—1951 Triumph 1800 Roadster 1947, grey, blue,
 engine new, reconditioned and not yet fully
 run in, very attractive appearance.
MAYNARD MORGAN, Ltd., 10, Broad St., Epsom, Beds.
 Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

BEST offer, 1949 Triumph Roadster 2000, green, red
 upholstery, engine overhauled, excellent condition,
 30,000 miles.—Box 5490.
1949 Triumph 2000 Roadster, green, red upholstery,
 15,000 genuine, wonderful order, must be seen.
 —Sands, Burnham, Bucks 65. (C2465)

1949 Triumph 1800 saloon, black with beige leather,
 well maintained, 609. —Stratford, Ltd. 40
 Berkeley St., W.1. (Mayfair 4404). (C3022)

1951 Triumph Renown saloon, 8,000 miles.—Green
 & S. Zouk, 246-252, Deansgate, Manchester 3.
 Tel. Deansgate 3325-6. (C3028)

1951 (Apr.) Renown, 1,000 miles; £595.—Clayton's
 Cars (London), 10, Tottenham Rd., London.
 N.W.1. Tel. Euston 2225 (15 lines). (C1050)

1951 Renown saloon, grey/grey, low mileage, im-
 maculate; £595.—H. A. Saunders, Ltd. 44,
 Golders Green Rd., N.W.11. Speedwell 0011. (C3004)

1948 Triumph 1800 Roadster, fitted radio, twin spot
 lights, immaculate condition throughout; offers?
 —Edmunds, Whitgrave Manor, Stafford. Tel. Stafford
 1767. (C1218)

1949 (Oct.) Triumph 2000 saloon, black, beige
 leather upholstery, 24,000 miles, radio, excel-
 lent condition, one owner.—F. J. Greenhill, King St.,
 Garage, Royston, Herts. (C3003)

1948 (November) Triumph razor edge saloon de
 luxe, heater, one owner, 6693, 3 months' in-
 written guarantee.—Brown's Garage, Loughton (Essex)
 4119 (Tuber). (C1034)

1949 (April) Triumph Roadster 2000, grey with grey
 leather, perfect; £625.—Gibbons Sports Cars
 (Xchurgh), Ltd., Lyndhurst Rd., Christchurch, Hants,
 Tel. 1601. (C1017)

£195—1937 Triumph Vitesse 1½-litre saloon, ap-
 proximately 7,000 miles since engine and
 axle overhaul, one owner.—Vandervels, 215, Haverhill
 Hill, N.W.5. Primrose 4441. (C3037)

ARCHIE SIMONS & Co., Ltd.—1949 Triumph 2000
 razor edge saloon, metallic grey, one owner, fitted
 heater, nominal mileage, showroom condition; £575.
 94, Old Portland St., W.1. Len. 1343. (C3013)

£395—Triumph Dolomite 1939 40 1½-litre special
 drop head four-seater, special metal finish,
 really superb condition, host extras, must be seen to
 be appreciated.—Below.
£298—Triumph Dolomite 1½-litre 1938 sports sal.,
 tip-top condition, very smart appearance;
 many other.
BENMOTORS, 1, Clarendon Rd., Holland Park,
 London, W.11. Park 3066-7. (50 yards Holland
 Park Tube.) Exchanges, h.p. (C1017)

NAYLOR & ROOT—1951 Triumph Renown saloon,
 black, beige leather, low mileage, indistinguishable
 from new; £595, 6 months' guarantee.—25, East Hill,
 Clapham Junction, S.W.11. Batt. 2232. (C3002)

1949 (May) Triumph 2000 Roadster, 20,000 miles,
 one private owner, finished black, red leather;
 taxed Dec.; absolutely immaculate; price £695; trade
 enquiries welcomed.
MOTORISTS (LONDON), Ltd., Ot. North Rd.; East
 M. Finchley, N.2. Tudor 2301-2. (C3018)

£888—1951 August, 1950, Triumph razor-edge saloon,
 9,000 miles, genuine leather, car in tip-top condition
 and absolutely looks as though it has just left the
 Motor Show; 3 months' guarantee; hire purchase; ex-
 changes.
LAMBS, Finchley Showrooms, 421, High Rd., Finch-
ley, N.12. Fin. 6221. (C3026)

1946 Triumph 1800 special Roadster in specimen
 condition, with many extras, first-class perfor-
 mance yet economical to run; full further details from
 —Broadway Motor Co. 3-13, Russell Rd., Wimbled-
 on S.W.19. Liberty 2494. (C3145)

ROSE & YOUNG, Ltd. offer 1949 Triumph 2000
 Roadster, numerous extras, 10,000 miles, im-
 maculate condition, black; £645.—65-69, Stretford Ave.,
 Streatham Hill, S.W.2. (1 minute Streatham Hill
 Station). Tulse 1264. (C3057)

Triumph Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Triumph
 cars.—320, Euston Rd., N.W.1. Euston 1212. (C3074/R)

ROWLAND SMITH'S. (C3074/R)

ROWLAND SMITH'S, the Triumph buyers.—Hamp-
 stead High St. (Hampstead Tube), Ham. 6041.
 (C3074/R)

Triumph Cars Wanted

TRIUMPH in good condition, for cash.—Tel. Valen-
 tines 2096 or 4674. (C3045)

LOW mileage, Triumph or similar required now.—54
 Streatham Hill, S.W.2. Tulse Hill 4468. (C3044)

MARSTON MOTOR CO., Ltd., for your Triumph.—
 N.13. Tel. Sla. 3550.—Seven Sisters Rd., Tottenham.
 (C1012/R)

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently
 require post-war small mileage Triumph cars in
 first-class condition.—May, 3051. (W3043)

IF your car is in London and is a post-war model it
 can be seen and purchased within the hour by
 phoning Wasted 6696 and asking for our London
 representative.
LAMBS, Ltd., Standard House, Southend Rd., Wood-
 ford, Essex. (W2051)

Triumph Spares and Service

S & T
STANDARD & TRIUMPH SALES, Ltd.—Service and
 spares for all models; manufacturers' largest
 stockists in Britain of spares and service ex-
 change assemblies.—Standard & Triumph Sales, Ltd., London
 Distributors, Junction of Boundary Rd. and Abbey Rd.,
 St. John's Wood, N.W.2. Maida Vale 3114 (10 lines).
 0357/R

REPAIRS: reconditioned car boxes, gears.—10, Win-
 chester Mews, N.W.3. Pri. 2847. (C3051/R)

STANDARD and Triumph spares and service, replace-
 ment units.—W. T. Richards (Beckleyheath), Ltd.
 74-76, Broadway, Epsom, Surrey, Tel. 1966-7. (C3059)

BASIL ROY, Ltd.—Triumph Spares Stockists, pre-war
 models.—161, Great Portland St., London, W.1.
 Len. 771. (C3013/R)

TRIUMPH spares for all post-war models, largest
 provincial stockists.—Hollingsdale Automobiles
 Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn
 Bay (Tel. 5221) (C3055/R)

UTILITY CARS

NEWNHAM, Ltd.
1951 Jovett Bradford utility, low mileage, excel-
 lent throughout, £485.
NEWNHAM HOUSE, Ltd., Hammermith Rd., Lon-
 don, W.6. Riverside 4646. (C3024)

JACK STONE & SON offer:—
1939 Austin 8-seater wooden body utility, excep-
 tional condition; £250; many others; terms or
 exchange; let us know your requirements, send for
 to-date list.—221, Upper Richmond Rd., Putney. Tel.
 Putney 1054-5, 2216-7. (C3021)

ROWLAND SMITH'S for utility cars.
365—Fordson, October, 1947, 10hp 4-seater
 utility, solid-club rear seat, drop tail-board, excel-
 lent condition; taxed; terms, ex-
 changes.—Lincoln-Zephyr, 1937, V.12 4-door 8-seater
 station wagon, natural timber body, glass all
 round, removable rear seats, carefully used, excellent
 condition; terms, exchanges; list; open 9-7 week-days
 and Saturdays.—Rowland Smith, Hampstead (Hamp-
 stead Tube), Hampstead 6041. (C3018)

1948 14hp Alvis utility, 22,000 miles; £750.
BREW BROTHERS, Ltd., 133, Old Brompton Rd.,
 W.5.7. Kensington 2468. (C3017)

1951 (Aug.) Austin A40 Countryman, 4,000 miles,
 as new throughout; £795.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware
 Rd., N.W.9. Col. 9962. (C3004)

1948—Renowned De Luxe Utility, low mileage, im-
 maculate; £575.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-
 Thames, Kin. 2241. (C3051/R)

£285—1947 Jovett Bradford 4-seater utility,
 black excellent condition.—Below.
£150—1948 (reg.) Humber ex-W.D. 27hp utility,
 ready for hard work.—Bray Motors, 180-184
 West End Lane, N.W.6. Hampstead 6490. (C1024)

1951 Bradford De Luxe Utility, 4 seats, 7,000 miles
 only, one owner, taxed, as new, guaranteed.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-
 Thames, Kin. 2241. (C3055/R)

GUY ALFREDS & Co., Ltd. 1951 Austin A40 Country-
 man, B.M.T.A. consent.—6-7, Warren St., W.1.
 Euston 3268. (C1005)

1947 (August) Hillman estate car, bodywork re-
 conditioned throughout, excellent mechanical
 order, £500.
LYNE, FRANK & WAGETAFF, 3-5, Crouch End Hill,
 N.4. Mountview 4401. Tel. 6226-6. (C3056/R)

1948 Hillman Utility, in excellent condition, £495.
 —C. A. Peto, Ltd., 42, North Audley St.,
 W.1. Mayfair 5051. (C3043)

1952 (Feb.) Austin A40 Countryman, 7,000 miles,
 as new, B.M.T.A. consent, controlled price.—Ernest
 Sutton, Tel. Hogshe 4. (C3042)

COMMER motor coach 27hp seating 14, ex-Govern-
 ment, 1935, registered 1946, Army, Fitzrovia, W.1.
 Armoury Way, Wandsworth, Wandvike 3455. (C3079)

1948 Bradford De Luxe utility, excellent condition
 throughout, 24,000.—Bunting.
JOHN A. GUY, Harrow, Tel. 6225 and 6. (C3058)

J. F. DOVE offer 1950 Standard Vanguard Estate car,
 grey with red leather, exceptionally good; £695.
 69 Broadway, Wimbledon, S.W.19. Liberty 2456. (C1077)

AGENTS wish to sell 1922—Bunting's Motor Exchange,
 Bonhillside Lane, Harrow, Tel. 6226-6. (C3021/R)

1948 Hillman Phase 2 estate car, grey, with brown
 leather upholstery, moderate mileage, in nice
 condition, £535.—Dixon, Garage, 154, West Hill,
 Putney, S.W.15. Putney 0396. (C1075/R)

1941 Austin 10 Countryman, 6-seater, post-war fea-
 tures, guaranteed; £295; terms, exchanges.—Home &
 Palmer, 7, Russell Gardens, Kensington, W.14.
 Park 9704. (C3024)

BRAND new 111 Standard estate car, immediately
 available; let price, terms, exchanges.—Home &
 Overmars Motors, 100, Finchley Rd., N.W.5. Hampstead
 0879-9. (C3102)

UTILITY CARS

FORD A, 1937, just completely rebuilt as Utility, with
 new engine, battery, brakes, etc., at cost of over
 £150, sold for cash; £175 o.n.o.—Paul, 39, Grove
 Rd., Eastbourne. (C3069)

AMAZING value: 1948 Ford 10 Radford wooden
 utility, perfect, £595; also 1939 Austin 10 coach-
 built utility, £275, h.p. and exchange.—Rox, Auto-
 mobiles, Ltd., 127, Parkway, N.W.1. Euston 2700.
 (C3069)

UTILITIES—Pick-ups with titles: 1947 Standards,
 12hp, £260; 1947 Hillmans, 10hp, £260; 1947 Stan-
 dard 12hp box van, £300; some unregistered, all re-
 sprayed, guaranteed, any trial.—Rissell, Hoves, Hutton,
 near Clare, Suffolk. (S158)

£666—Magnificent spotless, small mileage Van-
 guard Estate car, fitted newly £100 worth
 extras, cost new as 1950 series £1,100, now absolute
 gift: three months' guarantee, hire purchase, ex-
 changes.
LAMBS, Finchley Showrooms, 421, High Rd., Finch-
ley, N.12. Fin. 6221. (C3052)

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hamp-
 stead High St. (Hampstead Tube), Ham. 0993/R

WHY accept less for your Utility when you get
 the full market value from FERRIS of Crickwood,
 Ltd. 200-220 Crickwood Broadway, London, N.W.2.
 Gladstone 2234. (W2008)

VAUXHALL 10

1938 Vauxhall 10 2-seater, reconditioned right
 throughout; £235, Cunningham 1191. (C3007)

£298 Vauxhall 10, 1939, exceptional original
 condition throughout, appearance as 1946; many
 other.
BENMOTORS, 1, Clarendon Rd., Holland Park, Lon-
don, W.11. Park 3066-7. (50 yds. Holland Park
Tube.) Exchanges, h.p. (C1017)

1939 Vauxhall 10 saloon, beige, leather upholstery,
 sun roof, good mechanical condition, taxed;
 £225.—Price, 122, Upper Tulse Hill, S.W.2. Tel. 3475.
 6225-2. (C3025)

NAYLOR & ROOT—1947 Vauxhall 10 saloon, black
 brown, radio, unblemished condition, 6
 months' guarantee.—25, East Hill, Clapham Junction,
 S.W.11. Batt. 2232. (C3052)

VAUXHALL 12

GLANFIELD LAWRENCE offer:—
1948 Vauxhall 12 saloon, black, two owners, 55,000
 miles, fitted reconditioned engine, superb
 throughout; £450.—407, High Rd., N.12. Finchley 0091.
 (C3053)

1948 (Dec. 47) Vauxhall 12 saloon, far better
 than average condition, 1947.
GARAGE SERVICE CO., Ltd., 9, Hoop Lane, London,
 N.W.11. Speedwell 3408. (C3019)

GUY ALFREDS & Co., Ltd.—1947 Vauxhall 12 saloon,
 as new.—6-7, Warren St., W.1. Euston 3268.
 (C1005)

1939 Vauxhall 12 4 de luxe, showroom condition,
 £525.—2, The Manor Drive, Worcester Park,
 Surrey, Dor. 293. (C3025)

1946 Vauxhall 12hp 4-door saloon, black, brown
 leather upholstery, sliding roof, radio, one
 owner, 100 miles only, taxed year, £445.
W. J. BROWN, Ltd., established over 30 years.
 339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

VAUXHALL 14

DICKS.
1940 Vauxhall 14 J-type saloon, most economical;
 £295.
DICKS CAR SALVS, Ltd., 365-401, High Rd., Kilburn,
 N.4. Stands Van com-9. (C1078)

RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.
1939 Vauxhall 14 4-door de luxe touring saloon, black
 and front suspension fitted, 50 m.p.h., taxed December,
 1939.
 Hire purchase terms on the spot with no references,
 no formalities or guarantors, part exchange on any
 present motor cycle or car, always 200 cars under £400
 in choice from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.
 Maida Vale 6241 connecting all branches and depart-
 ments (Kilburn Park Station, Haverhill line, 150 yards).
 (C3047)

GLANFIELD LAWRENCE offer:—
1948 Vauxhall 14 saloon, black, fitted radio, one
 owner, 6,000 miles, 1948, magnificent throughout;
 out: £650.—407, High Rd., N.12. Finchley 0091. (C3053)

1946 Vauxhall 14 saloon, beautifully maintained
 by one careful owner since new; £460.
GARAGE SERVICE CO., Ltd., 9, Hoop Lane, London,
 N.W.11. Speedwell 3408. (C3019)

1937 privately owned saloon, good condition; offers
 invited.—Box 5248.
£345—Vauxhall 14 J type, first registered 1947,
 in excellent condition, through-
ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Padding-
 ton, W.2. Paddington 0267. (C3053)

1948 Vauxhall 14 saloon; £585.—Blue car
 Garages, Ltd., Fortune Green Rd., N.W.11.
 Hampstead 3211. (C3023)

1948 Vauxhall 14 J type saloon, a perfect speci-
 men; £563.—Northern Motors of Harrow,
 Finchley, Pinner Rd., Harrow 4444. (C3025)

£75 saloon, good runner, original cellulose, 14
 (replay) 1, Radcliffe Rd., Croydon 1503. (C3041)

1946 Vauxhall 14hp J-type saloon, carefully used,
 reconditioned engine; £450.—Mervyn Apple-
 ton, 1280, East 167. (C3090)

£285—Vauxhall 14, series J, 1939 4-door de luxe
 excellent terms.—C.A.P. Motors, 136, Chap-
 lin Rd., S.W.9. Rejane 2855-6. (C1016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- VAUXHALL 11**
1939 Vauxhall 11 J. 16 luxé saloon.—Chain Garage, Ealing, W.5. Per. 4304-1. (C1043)
- 1939 Vauxhall 11 J. type black, smart appearance, excellent condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)
- £499** 1911-1917 14 J-type de luxe saloon, excellent condition throughout, bargain price. Choice of two others; 3 months' guarantee; hire purchase; exchange. LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6251. (C2052)
- £145** 1915 Vauxhall 14 de luxe saloon, exceptionally clean condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)
- VAUXHALL 14** 1946, just repainted, brakes relined, new battery and starter, etc., reconditioned engine, sale due unexpected delivery new car, perfect. £445.—Tel. evening Star 5756. (C320)
- £395** 1911 Vauxhall 14hp J type saloon 1939, a genuine one-owner car since new (original log book), in very good condition indeed, coachwork quite immaculate, upholstery excellent, very good engine and tyres. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 5041. Open till 9 p.m. Write for catalogue. (C1005)
- 1948** model Vauxhall 3-type saloon, 14hp, black cellulose with hide upholstery (unmarked), a very fine example, type and condition, and demonstration with pleasure.—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. Open daily until 8 p.m. Terms: exchange. (C1018)
- VAUXHALL 21**
VAUXHALL sports 21hp 2-seater, with additional rear seat and V screen, built-in large beetle-back, 1939 genuine 58,000 miles, excellent condition, 30 m.p.h., excellent condition; best offer over £195.—Burr, 1, Tower, Branksome Park, Bournemouth. 13009
- VAUXHALL 27**
BRUTONS, Ltd., Vauxhall 1935 27hp drop head, taxed, well shod, little used, recent new engine; £175.—15-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. (C1026)
- VAUXHALL WYVERN & VELOX**
H. A. SAUNDERS, Ltd., offer—
1950 Vauxhall Velex saloon, grey with red upholstery, radio, heater, etc., recorded mileage 15,200.—£725. 642, High Rd., N.12. Hillside 0024. (C2047)
- 836** 1950 Vauxhall Velex saloon, black, brown leather, built-in radio, heater, screen wash, reversing lamp, for lamp, parking lights front and rear, side radio aerial, taxed Dec. 51st, 5,900/15 cars, Burman steering, larger wheels, one owner only, the "diamond" car in exceptional condition; £725; six months' guarantee, trade enquiries welcomed.
MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey, Established 1906. Tel. Wallington 3404. (C5040)
- 1950 Vauxhall Velex, grey/red, radio, heater, immaculate. £675.
H. A. SAUNDERS, Ltd., 141, Golders Green, Rd., N.W.11. Speedwell 0011. (C3044)
- 1949 Vauxhall Velex, black, heater, one owner, low mileage. £575.—Tudor Autos, Ravensbourne 6725. (C3115)
- 1950 Vauxhall Wyvern, one owner, blue with brown upholstery, radio and heater, 13,000 miles. £725.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)
- 1950 (June) Vauxhall Velex, black/brown leather, 14,000 miles, perfect condition, one owner. £725.—Sloane 3313. (C3251)
- 1951 Vauxhall Velex saloon, one owner, mileage 6,000, as new.—H. G. Paul, Ltd., 32, Bruton Place W.5. Mayfair 0821/2. (C3040)
- TO** the trade only.—Post-war Vauxhall Velex available from stock ready for your showrooms, we also wish to buy cars, may we quote for yours?
GERRY BROWNE MOTORS, Ltd., 55/57, South Edwards Square, Kensington, London, W.8. Western 4351 (3 lines). (C1031)
- VAUXHALL WYVERN** 1950, black with brown leather, regularly serviced by agents, excellent condition, mileage 13,000. £695.—43, Rowlands Rd., Worthing, Tel. Worthing 267. (C3212)
- 1951 (Oct.) Vauxhall Velex saloon (new style), subject balance Coventry; controlled price, British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.1. Temple Bar 26. (C1027)
- 1950 (Oct.) Vauxhall Velex, finished green, radio and heater, etc., very clean car, interior as new.—Arlington Motor Co., Ltd., High Rd., Wallingford, Oxford. Tel. Wallingford 2760/2400. (C3113)
- 1949 Vauxhall Velex de luxe saloon with heater, radio and other useful extras, colour grey with red leather upholstery, as brand new, must be seen. £635, due to Vauxhall Velex Motor Co., 8-13, Russell Rd., Wimbledon, S.W.19. Liberty 2434. (C3144)
- 1950 model Velex for private sale, one fastidious owner, contract serviced (Vauxhall) since new, body and mechanical condition perfect, export examination without brake, new tyres, nominal mileage; disposal for domestic reasons only; nearest offer £725.—Tel. Trowbridge 2362 evenings, or write Box 8342. (C2520)
- VAUXHALL MISCELLANEOUS**
SHAW & KILBURN, Ltd., for Vauxhalls.
It is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4-6, Berkeley Sq., W.1. Grosvenor 4328. (C3017 R)
- VAUXHALL MISCELLANEOUS**
HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0032 (12 lines). Vauxhall main dealers.
1950 Vauxhall Wyvern, black, leather upholstery, low mileage, heater and spot light fitted, body immaculate. £725.
1939 Vauxhall 14hp, black, leather upholstery, mechanically sound; choice of 2; £335.
1947 Vauxhall 12, black, brown upholstery, mechanically sound, body in very good condition; choice of 2; £325.
1947 Vauxhall 14hp, black with brown leather upholstery, mechanically sound, exceptional condition throughout. £550.
ALWAYS a good selection of used Vauxhalls in stock; A.H.M.L. will purchase for cash all Vauxhall cars, including latest models. (C2052)
VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Durrig 757—Gregory's of Durrig. (C3039 R)
GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9367). Always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (0653 R)
- Vauxhall Miscellaneous Cars Wanted**
C. M. THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. (C3075 R)
SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1. Grosvenor 4328. (C3018 R)
ROWLAND SMITH'S, the Vauxhall buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C3044 R)
VAUXHALL 10-12 saloon, 1946-48 wanted.—Adams, 665, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (C3042 R)
ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Wallingford 2760.
REQUIRED immediately, good Vauxhall up to 14hp, 3-4, Edwards, Amersbury Lane, Harpenden, Herts. Tel. 115. (W2000)
7-SEATERS private 1937-8 9 Limousines required, cash waiting.—A. & Saunders, Providence Court, North Audley Street, Mayfair-2341. (W1006)
VAUXHALL cars urgently needed, pre- and post-war, group, payment, immediate inspection.—A. & E. Palmer Motors, Ltd., 12, Church St., Luton 4212. (13732)
MODERN low-mileage Vauxhall 10, 12 and 14hp cars presently wanted, write or call.—Gully's Garage, Ltd., 11a Earl's Court Rd., S.W.5. Fro. 0065. (0479 R)
URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0032. (W2032 R)
- Vauxhall Spares and Service**
TRIAXION, Established over 30 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.
TRIAXION—Exchange engines, all Vauxhall models.
TRIAXION—Reconditioned units with adequate warranties.
TRIAXION—Differential units exchange service on all Vauxhall cars and vans.
TRIAXION—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and 28hp models, stock deliveries.
TRIAXION—Shafting units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul; 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.
TRIAXION—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.
TRIAXION—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new; just received from factory.
TRIAXION, Aerodrome Road, Watford Way, Hendon, N.W.4. Hendon 7003-6. (0137)
C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuild.
VAUXHALL-Bedford electrical components, dynamo, starter, distributor, etc.; 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2434-5-6. Stores: Liberty 6508, Green Avenue, Wimbles, London. (0635 R)
BEDFORD HONDA 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). (C3035 R)
BROADWAY MOTOR CO.
WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
VAUXHALL differentials, units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR CO., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2434-5-6. Stores: Liberty 6508, Green Avenue, Wimbles, London. (0635 R)
RECONDITIONED guaranteed gear boxes, super-elastic shock absorbers and repair.—10, Winchester Mews, N.W.5. Pri. 6159. (C3090)
J. J. MOTORS, Ltd., Replacement engines and vast stocks of all spares and accessories available, for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Nav. 5457-8. (C3095 R)
- VETERAN CARS**
WELHAM Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1973.—Buy and sell pre-1914. (060176)
VETERAN car, 1903, Star shooting brake, immediate condition, view.—Morrison, High St., St. Lawrence, Ramsgate, Kent. Tel. Thanet 52733. (C3206)
- VOLKSWAGEN**
COLBORNE GARAGE, Ltd.
COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.
COLBORNE GARAGE, Ltd. with the largest Volkswagen clientele, offer the best market for your used Volkswagen, collection and delivery from London can be arranged.
COLBORNE GARAGE, Ltd. (The Volkswagen People), C. Ripley, Surrey, Tel. 2561. (C373 R)
Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."
GUY MURFRE & Co., Ltd.—1947 Volkswagen, radio, Vaux excellent.—6-7, Warren St., Euston 3268. (C1005)
VOLKSWAGEN, grey with solid grey leather upholstery, fitted right-hand drive, latest brake modification, radio, and spotlight; only 15,000 miles since complete overhaul and recondition, £380, no offers.—Rowley, Feltham, Middlesex. Tel. Feltham 209. (C3428)
Volkswagen Cars Wanted
VOLKSWAGEN in good condition for cash.—Tel. Valentine 2008 or 4674. (C3465)
CLARKE & SIMPSON wish to purchase "the best" examples.—75-79, Cadogan Lane, S.W.1. Etoile 4727. (W1048)
Willys-Overland Spares and Service
JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom.—6-10, North Audley St., Mayfair 5043. (S3503 R)
- WOLSELEY**
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest Wolseley 6/30 saloon, grey, 25,000 miles, radio, one owner.
1949 (November) Wolseley 6/30 saloon, black, 17,000 miles, one owner, carefully used.
1947 Wolseley 12hp saloon, black, brown, completely reconditioned in excellent condition.
LOW mileage Wolseleys are scarce; should your model not be in stock, please name on our used cars register for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley Sq., W.1 (Mayfair 5041), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C3046)
COACHCRAFT offer—
£185—1952 Wolseley 10/4 saloon, very good running order, engine in excellent condition, last year, good tyres, presentable car, cellulose original, two new batteries, three months' written guarantee; terms and exchange.—Coachcraft, Ltd., Evesham. Tel. 10153.
JACK ROSE, Ltd. offer—
1947 Wolseley 14 sunline saloon, a beautiful car inside and out, open to any examination. £555.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)
LAYTONS OF OXFORD offer:
1950 (late) Wolseley 4/30 saloon, one owner since new; this car is in new condition throughout, fitted many extras, including heater and radio, finished in light blue, with black leather. £775.—W. Laytons of Oxford (Motors), Ltd., New Rd., Oxford. Tel. 3561. (C2054)
HENDON CENTRAL GARAGE, Ltd.
1937 Wolseley 14 saloon, one owner since new, taxed year, perfect condition. £675.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 804-5. (C3254)
KENTISH & THOMSON, Ltd., offer—
1947 Wolseley 8 saloon, black, brown, small mileage, as new, in excellent order throughout. £430.—565, Watlington Rd., Watlington, Springpark 5477. (C3047)
1936 Wolseley 12 saloon, excellent condition. £475.
MACDONALD MOTORS, 111, Trinity Rd., Wandsworth Common, Battersea 5273. (C3006)
1939 Wolseley 10 saloon; nearest £350.—Speedwell 2666. (C3299)
215 below—1935 Wolseley 14 de ville saloon, clean car, below.
165 below—1937 Wolseley 10 saloon; terms.—Autonip, 5, Balham High Rd., Balham 1509. (C1009)
1947 Wolseley 14hp saloon, black, beautifully kept, in first-class condition. £675.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. (C3004)
1951 (June) Wolseley 6/30, mileage 10,000, heater, loose covers, one owner, as new. £380.—Bent 3421. (C3040)
BEARDS, of Kingston, Wolseley distributors.—Sales and repairs.—1022, London Rd., Kingston. Tel. 5348. (C3085 R)
£398—Wolseley 10 1939 4-door saloon, in really low mileage, exceptional original condition throughout, many other extras.
BENNETT MOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Tel. 6566-7, 750 yds. Holland Park Tube. Exchanges, h.p. (C1017)
TO the trade only.—Post-war Wolseley 6/30 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?
GERRY BROWNE MOTORS, Ltd., 55/57, South Edwards Square, Kensington, London, W.8. Western 4351 (3 lines). (C1031)
1938 Wolseley 14, outstanding, genuine, original condition; £295; 3 months' guarantee; terms and exchange.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Bournemouth. Mountview 5223 and 5774. (C3054)
1937 Wolseley 14 de luxe saloon, black, with brown leather upholstery, taxed year, in exceptional condition for its age. £575.—Surrey 559. (C3450)
TIMMERS MOTORS, Colindale Rd., Upper Richmond Rd., W.15. Tel. Putney 559. (C3450)
1951 age, balance of covenant to be signed, late model, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 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J. BLAKE & Co., Ltd., 10, Bold St., Liverpool, (Garrs Autocar, Liverpool, Tel. Royal 6622 (10 lines). (1722)

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (N3047/R)

PIPERBROOK GARAGE—We are officially appointed agents for Lagonda and Aston Martin cars—London Rd., Dorking 9551. (0175/R)

LEA-FRANCIS
WEST Yorkshire distributors of Lea-Francis cars—Marshall's (Hallifax), Ltd., King's Cross Rd., Halifax, Tel. 5044. (0470/R)

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products—190, Deansgate, Manchester, Tel. Deansgate 4795. (10043/R)

LEA-FRANCIS Birmingham and Midlands distributors—Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 12, Works, 109, Alcester Rd., Moseley, 15, Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20551). (10791/R)

SOUTH WALES—Main distributors for Lea-Francis products; early delivery offered—Grainfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20551). (10665/R)

MORGAN

BASIL ROY, Ltd., Morgan distributors, orders now accepted—161, Gt. Portland St., W.1. Langham 7755. (10510/R)

FOR sale, brand new and unregistered Morgan Plus Four coupe, black, ex-works, £995/18/10—J. Corry, Ltd., 125, Fulham Rd., S.W.3. Ken. 1410. (10587)

MORGAN Plus-Four distributors; send s.a.e. for full specification, a new Plus-Four 2-seater chassis only for early delivery—Mourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501/2. (10435/R)

MORRIS

ORDERS accepted for favourable delivery—Price & Clarke, Ltd., Stockwell Rd., S.W.9. Btl. 6251. (10755/R)

DON'T miss your chance to book your new Morris car for early delivery; all you need do to secure one—and full market value for your present car—is go to Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway, London, N.W.1. Havewater 6628-7. (N2936)

NASH

NASH car, spares and repairs through Nash Concessionaires, Ltd., only—Nash St., Alkali Works, N.W.1. Euston 5556-9. (10562/R)

OLDSMOBILE

DISTRIBUTORS (RAWLINS) Ltd.—Sales, Service and Spares—Bridley, Heath Garage, nr. Linfield, Surrey, Tel. Lingfield 350-1. (10882/R)

OLDSMOBILE main dealers for London, Midlands, Essex and adjoining Counties—Les Garages, Ltd., 2, Lexington St., W.1. (Gerrard 6600). Service Workshops and Repair Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11. Havewater 6628-7. (10257/R)

OPEL

LANCASHIRE and Cheshire distributors for Opel cars, spares and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2674-5. (10199/R)

PEUGEOT

TOM KNOWLES, Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May. 5363. (0636/R)

PONTIAC

PONTIAC—U.S. Concessionaires Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Paxman 7752-4. Also at Pontiac Works, Fernham Rd., Ascot, Berks. (10590/R)

RENAULT

RENAULT distributors for Birmingham—Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 12, Works, 109, Alcester Rd., Moseley, 15. (10005/R)

METROPOLIS GARAGES, Ltd., the Renault distributors, for sales, service and spare parts for all models—1-21, Maclean Rd., (Olympia), W.14. She. 5565. (10684/R)

RILEY

11-litre delivery ex stock, one only—Montrose Motors, Wembley 2036. (10765/R)

RILEY distributors for the West Riding of Yorkshire—The Paragon (Riley) Motor Co. Ltd., 5, New York Rd., Leeds, 2, W.1. (10951/R)

ROLLS-ROYCE

CAR MART, Ltd.,

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. corner of Piccadilly, Grosvenor 5454. (N1039/R)

DAVID ROSENFELD, Ltd.,

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 76, Deansgate, Manchester.

PHONE: Blackfrs 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8, Tel. Blackfrs 2502. (10561/R)

OFFICIAL Rolls-Royce gals.

SHOWROOMS and service.

MAREPAIR, Northampton, Tel. 4540. (10520/R)

JACK OLDING of Mayfair, official Rolls-Royce and Bentley retailers, can offer new Silver Wraith cars for early delivery—Audley House, N. Audley St., W.1. May. 5242. (N3030)

RIPPOON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mayfair V8 Bentleys with special coachwork; Rolls-Royce specialists since 1905—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (10249/R)

ROVER

HENLIS, England's Leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444)

ENLY House, 365, Euston Rd., N.W.1. (Euston 4444)

COME to the pre-war specialists for anything Rover

OEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (1490/R)

ROVER
COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford GU97 9. (10245/R)

SURREY MOTORS, Ltd., High St., Sutton—Rover main dealers Sutton and district; spares and service—121, 4444. (10014/R)

NORTHAMPTONSHIRE and North Bucks—(Grosvenor) Ltd., Rover distributors and parts service—Marshall's, Northampton, Tel. 4540. (10031/R)

ROSENFELD for Rover distributors for Lancashire and Cheshire—D. Rosenfeld, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 5455. (10665/R)

PLYMOUTH, S. Devon, E. Cornwall—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth, Tel. 2553. (10501/R)

SINGER

S.M.1500, black leather, delivery from stock—Underwood's Garage, Ltd., 1, Park Rd., Rugby, Tel. 2252. (12015/R)

SINGER 1500 saloon for immediate delivery—J. Davy, 150, Kensington High St., W.8. (N1009)

SINGER—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 12, Works, Alcester Rd., Moseley, 15. (10166/R)

STANDARD

SALES, service, spares.

STANDARD and Triumph distributors for Croydon—Purser, Catcheside, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Croydon 1883. (10256/R)

MEBES & MEBES, Ltd. (Est. 1893)

STANDARD agents for many years past.

ARE accepting orders for reasonable delivery—The Broadway, Mill Hill, N.W.7. (N3014/R)

BERKELEY SQUARE HOUSE GARAGE, Ltd., 2, Berkeley Sq., W.1. Grosvenor 4545.

SALES and service; day and night garage; order now for new models. (10640/R)

PRIDE & CLARKE, Ltd., favourable delivery of all models, 227, Buxton Hill, S.W.2. (10745/R)

IMMEDIATE delivery—Standard Vanguard, 404, 4, 1919-5.7—Holland and Hollimhead, Alkali Works, N.W.1. Euston 5556-9. (12650)

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent—157-143, Widmore Rd., Bromley, Kent, Rav. 5456-7-9. (10320/R)

STANDARD Vanguard saloon, estate car and 12-cvts. van for immediate delivery—J. Davy, 150, Kensington High St., W.8. Western 9641. (N1009)

KENTISH & THOMSON, Ltd., offer favourable delivery of new Standard and Triumph cars, 404, Wickham Rd., Croydon, Springpark 5477. (N2047)

STANDARD and Triumph distributors in Surrey since 1914—Complete range of new models on show—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston, W.14. Kingston 3151-4. (10402/R)

JACK OLDING of Mayfair can offer new Standard Vanguard saloon and estate car for early delivery—Audley House, North Audley St., W.1. Mayfair 5242. (N3030)

DON'T miss your chance to book your new Standard car for early delivery; all you need do to secure one—and full market value for your present car—is go to Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway, London, N.W.1. Havewater 6628-7. (N2936)

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 563, Euston Rd., N.W.1. Euston 4444—Spares for all models. Hawley Cres., Chiswick, W.4. Gu. 4141. (10091/R)

TRIUMPH

MEBES & MEBES, Ltd. (Est. 1895).

TRIUMPH agents for many years past.

OFFER delivery from stock of a Triumph Renewal saloon finished in black at list price plus P.T. and are accepting orders for reasonable delivery of Mayflower and Renewal models—The Broadway, Mill Hill, N.W.7. (N3014/R)

NEW Triumph Renewal de luxe saloon, black, tan leather, fitted with overdrive, H.M.V. radio and heater, price £1,295. Upper Richmond Rd., Putney, S.W.15. Tel. 4591. (11505)

ORDERS accepted for favourable delivery—Price & Clarke, Ltd., Stockwell Rd., S.W.9. Btl. 6251. (10755/R)

LANKASTER ENG. Co., Ltd., Standard & Triumph distributors; complete range of new models on show—39-43, Eden St., Kingston, W.14. (10991/R)

Vauxhall

Vauxhall cars—Sheep & Kilburn, Ltd., Showrooms—4, Berkeley Sq., W.1. Grosvenor 4528.

PARTS and service: Western Ave., W.3. Angus 4641. (10018/R)

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists—137-143, Widmore Rd., Bromley, Kent, Rav. 5456-7-9. (10021/R)

WOLSELEY

MEBES & MEBES, Ltd. (Est. 1895).

WOLSELEY car dealers.

ARE accepting orders for reasonable delivery of both the Four-Fifty and Six-Eighty models—The Broadway, Mill Hill, N.W.7. (N3014/R)

WOLSELEY 600 saloon, new; immediate delivery—Ruscor Rects 2166. (12164)

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Roovers, Ltd., Devonshire House, Piccadilly, W.1. (10015/R)

ASTON MOTOR Co. for new Jaguar, Standard, Mayfair and service facilities; hire purchase and insurance arranged immediately—Call phone or write Morgan Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. 214. 1005. (0175/R)

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

- A.C.**
DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd., Denham 2566. A.C. distributors.
EPSON (Surrey).—H. P. Edwards & Co., Ltd., 28-30, Upper High St., Tel. Epom 9400. A.C. agents.
GATESHEAD.—Central Garage (Low Fell), Ltd., Low Fell, Tel. Low Fell 7825 & 7. A.C. distributors.
LONDON, W.1.—H. P. Edwards & Co., Ltd., 200, Great Portland St., Tel. Langham 0012. A.C. distributors.
WINCHESTER.—Autowork (Winchester), Ltd., Station Hill, Tel. 4654. A.C. distributors.
- ALLARD**
ALPERTON.—Dagenham Motors, Ltd., 574, Ealing Rd., Tel. Perivale 5588. Allard distributors.
BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-166, Bristol St., Tel. Midland 5691. Allard distributors.
CARDIFF.—A. E. Harris, Ltd., 10-11, Castle St., Tel. Cardiff 2631 (3 lines), 26541. Allard main dealers.
CARLISLE.—County Garage Co., Ltd., Leather St., Tel. 2154/5/6. Allard dealers.
LONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Regent 4866. Allard distributors.
LONDON, S.E.6.—Dagenham Motors, Ltd., 8, Sangley Rd., Catford, Tel. Hither Green 4861. Allard distributors.
LONDON, S.W.2.—Adams Motors, Ltd., 43, Acre Lane, Brixton, Tel. Brixton 6451. Allard main distributors.
- ALVIS**
BRIDGEWATER.—W. E. Challis, Ltd., Cannington, 9, Tel. Comberbach 228. Alvis distributor.
CAMBRIDGE.—Turner & Hore, Ltd., Hyde Park Corner Garage, Tel. 4486. Alvis distributors.
EDINBURGH.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St., Tel. 26287. Alvis main agents.
EPSON (Surrey).—Page Motors, Ltd., High St., Tel. Epom 9991-2-3. Alvis distributors.
GLASGOW.—James H. Galt, Ltd., 52, Woodlands Rd., Tel. Douglas 7598. Alvis distributors for Scotland.
LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4288. Alvis dealers.
MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane, Tel. Rus 2874/5. Alvis main agents.
MORLEY, Nr. Leeds.—Morley Motors, Ltd., Town End Garage, Tel. Morley 292. Alvis agents.
NEWCASTLE (Staffs).—Henry Parr & Son, Ltd., Brunswick St., Tel. 6731-2. Alvis distributors.
NORTHAMPTON.—Grose, Ltd., Tel. 31682. Alvis distributors.
SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane, Tel. 22896 and 22625. Distributors.
TORQUAY.—South Devon Garages, Ltd., Market St., Tel. 2223. Alvis distributors.
- ARMSTRONG SIDDELEY**
BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-75, Broadway, Tel. Bexleyheath 1566. Armstrong Siddeley main agents.
BIRMINGHAM, 16.—Frank Mosley (A. & S.), Ltd., 9, Steward St., Spring Hill, Edg. 9916. Armstrong Siddeley distributors.
BOURNEMOUTH.—Chine Motors, Ltd., 13, Colindale Ave. A/S specialists since 1925. Bournemouth 4181. Armstrong Siddeley retail dealers.
CARLISLE.—Reah Bros., Londale St., Tel. Carlisle 1078. Armstrong Siddeley distributors.
COVENTRY.—P. Blamie, Queens Road Garage, Tel. 9484. Armstrong Siddeley distributors.
CROYDON.—Central Garage (Croydon), Ltd., Fell Rd., Tel. Croydon 7444. Armstrong Siddeley main agents.
LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, Stamford Hill 9030. Armstrong Siddeley agents.
LONDON, S.W.9.—Wilson's Automobiles & Coach Works Ltd., Trinity Gardens, Brixton 4011. Armstrong Siddeley agents.
LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, Batt. 5272. Retail dealers.
NEWCASTLE-ON-TYNE.—Reah Brothers, Barras Buildings, Barras Bridge, Tel. Newcastle 23598. Armstrong Siddeley distributors.
STANMORE (Middlex).—Stannmore Motor Co., Stanmore Hill, Tel. Grimsditch 1699. Armstrong Siddeley agents.
SWINDON (Wilts).—Skurys's Ltd., 50-52, High St., Tel. Swindon 2266/7. Armstrong Siddeley main dealers.
WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd., Waltham Cross 2790-4201. Armstrong Siddeley dealers.
- ASTON MARTIN**
LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court S., Kensington, Ren. 6642. Aston Martin main agents.
DORING (Surrey).—Pipbrook Garage, London Rd., Tel. Dorking 3891. Aston Martin official agents.
SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St., Tel. Swansea 55132/3. Aston Martin agents.
- AUSTIN**
ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row, Tel. 29155 (4 lines). Austin main dealers.
ASHFORD (Kent).—C. Hayward & Son, 20-46, New St., Tel. Ashford 354 (8 lines). Austin agents.
- AUSTIN—Continued**
ASHFORD (Middlex).—Herd's Garage & Engineering Co., Ltd., Kingston Rd., Tel. 2094/3909. Austin retail dealers.
BANDURY.—Wrench's Garage, Bridge St., Tel. 2101. Austin dealers.
BEACONSFIELD (Bucks).—The Beaconsfield Motor Co., Ltd., Tel. 16 and 972. Austin main agents.
BIRMINGHAM, 12.—Basall Heath Motors, 155-165, Mary St., Tel. Calhorne 1887. Austin retail dealers.
BIRMINGHAM, 16.—Hunis (Birmingham), Ltd., 197/199, Hasley Rd., Edgbaston, Edgbaston 2921 (3 lines). Austin retail dealers.
BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington, Tel. Erd. 2226/7. Austin agents.
BIRMINGHAM, 30.—Hancock & Bros., Fordhouse Lane, St. Kings Norton 1453. Austin retail dealers.
BLANDFORD (Dorset).—Flander's Garage, Whitecliff Mill St., Tel. Blandford 57. Austin main dealers.
BRADFORD.—L. G. Mason (Bradford), Ltd., The Fleet Garage, Kilditchall Rd., Tel. 64411. 64212. Austin agents.
BRISTOL.—The Cater Motor Co., Ltd. (Henley), Austin House, Cheltenham Rd., Tel. 21259. Austin distributors.
BURY.—Carra, Ltd., Motor Engineers, Knowles St., Tel. 2690. Austin agents.
CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd., Tel. 1800. Austin dealers.
CAMBRIDGE.—Marshall's (Cambridge), Ltd., Austin House, 18, Jesus Lane, Tel. Cambridge 4215. Austin distributors.
CHESHAM (Bucks).—C. Marshall & Sons, Ltd., Waterside, Tel. Chesham 64. Austin main agents.
CHESTER.—More & Gamson, Ltd., 110, Foregate St., Tel. 26896. Austin main agents.
CROYDON.—Carr Bros. Garages, Ltd., High St., Purley, Tel. Uplands 4311/3. Austin agents.
DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd., Denham 2566. Austin dealers.
EDINBURGH.—Whittingham & Co., Ltd., The Broadway Garage, Tel. 2440. Austin main dealers.
EAST CROYDON.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Tel. Add. 5066. Austin main dealers.
EDGEWATER (Middlex).—Deansbrook Garage, Hale Lane, Tel. Hill Hill 2294. Austin agents.
EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St., Tel. Central 6294. Austin agents.
EDINBURGH.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St., S. Tel. 26287. Austin retail dealers.
ELY (Cambs).—Ely Service Motor Co., Lynn Rd., Tel. 2291. Austin main dealers.
ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd., Tel. Howard 1481. Austin agents.
EPSON (Surrey).—H. P. Edwards & Co., Ltd., 28-30, Upper High St., Tel. Epom 9400. Austin agents.
EPSON (Surrey).—Page Motors, Ltd., High St., Tel. Epom 9991-2-3. Austin retail dealers.
EVESHAM (Worce).—Victor A. Morrill, The Motor House, Broadway Rd., Tel. Evesham 6052. Austin retail dealer.
EWELL (Surrey).—A. W. Houghton, Ruxley Parade & Garage, Kingston Rd., Tel. Ewell 5000. Austin agents.
EXETER.—P. Pike & Co., Ltd., Aliphington St., Tel. 2031. Austin distributors.
FOLKESTONE (Kent).—Folkestone Motor Co., Ltd., 13, Sandgate Rd., Tel. Folkestone 5173/2. Austin main agents.
GAMINGAY (Cambridgeshire).—Alec Norman, 70, Church St., Tel. Gamingay 226. Austin retail dealers.
GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton, Tel. Great Ponton 251/2. Austin main agents.
GRAVESEND.—Sponner Motors, Ltd., The Grove, Tel. Gravesend 5256-7. Austin agents.
GRIMSBY.—Grimsby Motors, Ltd., Eleanor St., and St. Mary's Gate, Tel. Grimsby 5174-5. Austin distributors.
GRIMSBY.—W. R. Wood, Patrick Street Garage, Tel. 3894. Austin dealers.
GUILDFORD.—Jacksons Garage (Guildford), Ltd., 97, High St., Tel. Guildford 6345. Austin dealers.
HILFAX.—Thomas Greenwood & Sons, Ltd., Horton St., Tel. 2261. Main agents for Austin private vehicles.
HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St., Tel. Ham 6041. Austin retail dealers.
HEMEL HEMPSTEAD (Herts).—Snoocalls Garage, Ltd., London Rd., Tel. Hemel 153-4. Austin agents.
HERTFORD (Herts).—Alfred E. Neale & Son, Ltd., Austin House, London Rd., Tel. 2561. Austin main agents.
HILLINGDON (Middlex).—Hillingdon Motors, Ltd., 125/7, Long Lane, Western Avenue, Tel. Uxbridge 412. Austin agents.
KING'S LANGLEY.—E. H. Macmillan, High St., and Central Garages, Tel. K.L. 2528 and 2601. Austin main agents.
KING'S LYNN.—Peter Guest, Ltd., Wootton Rd., Tel. 1129. Austin retail dealers.
KINGSTON V.M.E.—K.L. Service Station, Ltd., Kingston Vale, S.W.15. Tel. Kingston 8353. Austin agents.
LEICESTER.—Palmer & Ward, Ltd., Roundhill Garage, Stoughton Drive North, Tel. 36352. Austin retail dealers.
- AUSTIN—Continued**
LEYBURN (York).—Metrales of Leyburn, Market Place, Tel. 2142/5. Austin retail dealers.
LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescott Rd., Tel. Stoneycroft 6441 (5 lines). Austin dealers.
LIVERPOOL.—Voss Motors, Ltd., 42-44, Remshaw St., Tel. Royal 3083. Austin distributors.
LLANDILO (Carmar).—Central Garages (Llandilo), Ltd., Rhodman St., Tel. Llandilo 2217. Austin main dealers.
LANDRINDON WELLS.—The Automobile Palace, Ltd., Tel. 2216-7-8. 100% Austin distributors Caernarvon, Denbigh, Flint, Merioneth, Montgomery, Brecon, Radnor and Amlwch.
LANDUDNO.—Hutchison & Wilde, Ltd., Craig-7, London and Penryn Bay, Tel. 6542 and 39205. Austin main dealers.
LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane, Tel. Mayfair 0402/3. Austin retail dealers.
LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St., Tel. Langham 5506. Austin agents.
LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Baker St., Tel. 2565. Retail dealers.
LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St., Gerrard 8600. Austin agents.
LONDON, W.1.—Philip Richards, Ltd., 4, Brick St., Tel. Grosvenor 4772. Austin agents.
LONDON, W.1.—Offord & Sons, Ltd., 67, George St., Portman Sq., Wellbeck 6699. Austin agents.
LONDON, W.2.—S. Morris & Company, 29-31, Edgware Rd., Tel. Marble Arch, Paddington 3075-6. Austin retail dealers.
LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick, Chiswick 0911. Austin agents.
LONDON, W.5.—Normand, Ltd., 405, King St., Hammersmith, Tel. Riverside 3665. Austin retail dealers.
LONDON, W.14.—Drayton Motors, Ltd., 18, Hammer Smith Rd., Kensington, Tel. Fulham 3425. Austin main dealers.
LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampion Street Works & Cabott St., Tel. Terminus 4481. Retail dealers.
LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, Temple Bar 5569. Agents.
LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Tel. Padd. 0091. Austin dealers.
LONDON, N.W.1.—H. A. Saunders, Ltd., 326/330, Euston Rd., Tel. Euston 4511. Austin agents.
LONDON, N.W.3.—Blue Star Garages, Ltd., Char. Sales Dept., 617, Finchley Rd., Hampstead, Ham. 2255. Agents.
LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon 1145. Austin Agents.
LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon, 1296. Austin dealers. Spares. Personal service.
LONDON, N.W.5.—Turner & Savage, Ltd., 140, Willesden Lane, Wilburn, Maida Vale 4881. Austin dealers.
LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Tel. Colindale 6134/5/6. Austin retail dealers.
LONDON, N.W.10.—J. Austin & Sons, Ltd., 139/155, High St., Harlesden, Tel. 6259. Austin agents.
LONDON, N.W.11.—H. A. Saunders, Ltd., 140/144, Golders Green Rd., Tel. Speedwell 0011 for Austin cars.
LONDON, N.W.12.—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley, Tudor 2391/2. Retail dealers.
LONDON, N.6.—R. Martin, 2-8, and 20, Highgate High St., Highgate, Mou. 3415-4. Austin retail dealer.
LONDON, N.8.—Bills & Co., 43-56, High St., Hornsey, Tel. Mountview 2268. Austin agents.
LONDON, N.13.—Saul & Slater, Ltd., 44-46, Aldermans Lane, Palmers Green 1205/1715. Austin dealers.
LONDON, N.14.—Springfield Garage, Ltd., Winchmore Hill Rd., Southgate, Palmers Green 6625. Austin direct dealers.
LONDON, N.15.—Tankard & Smith, Ltd., 226-232, High Rd., Tottenham, Tel. Sta. 3291. Austin retail dealers.
LONDON, N.16.—Hunters Motors, Ltd., Savoy House, 17, Stoke Newington Rd., Clissold 0051. Austin agents.
LONDON, N.21.—Winchmore Hill Garage, Ltd., 804/8, Green Lane, Winchmore Hill, Laburnum 5961. Main dealers.
LONDON, N.22.—Otley Motors, Ltd., 11, Crescent Rd., Alexandra Park, Swiss Park 4568. Austin agents.
LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4288. Austin agents.
LONDON, E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd., Forest Gate, Grangeview 0067/8/9. Main agents.
LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone, Tel. Ley. 6671-2. Austin agents.
LONDON, S.E.5.—Bloomfield Cars (Camberwell), Ltd., 92/110, Camberwell Rd., Tel. Rodney 3021, 2259. Austin agents.
LONDON, S.E.9.—Well Hall Rd. Garage, Well Hall Rd., Tel. Eltham 3834 and 1448. Austin retail distributors.
LONDON, S.E.12.—Bellways (London), Ltd., 3, Burnt Ash Hill, Tel. Green 4821. Austin retail dealers.
LONDON, S.W.3.—Besser & Co., 175, Perry Vale, Tel. Forest Hill 1859. Austin retail dealers.—Service.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

AUSTIN—Continued

LONDON, S.E.24.—George Osborn Ltd., Herne Hill Rd., Herne Hill. Tel. BRISTON 2087. Austin retail dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge). Ltd., 47, Sloane St., Tel. Sloane 9284/9. Austin stocking dealers.

LONDON, S.W.6.—Ravillings Tudor Garage, Ltd., 925-931 Fulham Rd., Fulham. Tel. RENOVEN 2261. Austin dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65/69, Sternbold Ave., Streatham Hill. Tel. 9464 & 8182. Austin agents.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earle Court Rd., Tel. FRIBURGER 0053. Austin dealers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871-5, Fulham Rd., Tel. REN. 4494-5. Austin agents.

LONDON, S.W.7.—Bree Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Ken. 2468. Austin retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Agents.

LONDON, S.W.7.—Offord & Son, Ltd., 154, Gloucester Rd., Tel. FREMANTLE 0051. Austin main dealers.

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queens Gate Place, Tel. Western 4107. Austin agents.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Rd., Kensington. Tel. FRIBURGER 8161. Austin retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton 4011. Austin agents.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Bait. 5272. Austin retail dealers.

LONDON, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd., Tel. BATTERSEA 6171. Austin dealers.

LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., Beechline Garage, 39, Nightingale Lane, Battersea 4051/2. Austin agents.

LONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72, West Hill, Tel. Putney 7422. Austin dealers.

LONDON, S.W.15.—Trinity Cars, Ltd., 9a, North Side Wandsworth Common. Tel. Vandyke 1166. Austin direct trader.

LOUTH.—G. Harries, Louth Motor Garage, Queen Street Place. Tel. 31. Austin area dealers.

MAIDSTONE (KENT).—Anstey's, Ltd., 30-34, Stone St., Tel. 4272 (3 lines). Austin main dealers.

MANCHESTER, 3.—Green & Zonia, Ltd., 246-252, Deansgate, Tel. Deansgate 3535 and 3536. Austin retail dealers.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1345. Retail dealers.

MANCHESTER.—Lookers, Ltd., 5-55, Hardman St., Deansgate, Tel. Blackfriars 3606. Austin distributors.

NEWCASTLE-ON-TYNE, 1.—Murray & Charleston, Ltd., College Ave., Tel. 21511. Austin distributors.

NEWPORT PAGNELL.—Tickford, Ltd., Tel. Newport Pagnell, 29-30. Austin agents.

NUNEATON.—Abbey Service Garage, Church St. Tel. Nuneaton 2299. Austin retail dealers.

OLD COLWYN (N. Wales).—Meredith & Kirklham, Ltd., Tel. 5292/3. Austin main dealers.

PEBBLES.—Ramsay (Pebbles), Ltd., Austin House Tel. 5386. Austin dealers.

PEMBROKE DOCK.—W. L. Sisson & Son, Water St., Tel. Pembroke Dock 43/240. Austin agents.

PORTSMOUTH.—Ernest Wyatt (Motors), Ltd., 10, Queens Rd., Tel. 2072 (3 lines). Austin agents.

REDHILL (SURREY).—John Chalmers & Sons, Ltd., Ledbrooke Rd., Tel. 3831/4. Austin main dealers.

RICKMANSWORTH (Herts).—G. Jones & Son (Rickmansworth), Ltd., Tel. 5101. Austin dealers.

ROTHAM—J. Clayton & Sons, Westgate Tel. 3656. Austin main dealers.

SALISBURY.—W. Goddard & Co., Ltd., 41-45, Winchester St., Tel. 3-5. Austin distributors.

SANDERSTAD (SURREY).—Sanderstead Court Garage, Ltd., 145, Linsfield Rd., Tel. Sanderstead 2251. Austin agents.

SCUNTHORPE (Lincs).—Marshall's Garage (Scunthorpe), Ltd., Old Crosby, Tel. Scunthorpe 2891. Austin agents.

SHEFFIELD.—Bookers Bros.—Abbeville Rd., South Dore, Tel. 70081. Austin main agents.

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane, Tel. FIVE 2132 & 2599. Austin main agents.

SKIPTON (York).—Nicholas Smith's Garages, Ltd., Skipton, Tel. Skipton 634 and 635. Austin agents.

SLOUGH.—W. J. Sande & Sons, Ltd., 10a, William St., Tel. Slough 2279. Austin main agents.

SMETWICK.—F. E. Brown & Co. (Smetwicks), Ltd., 31, Paul's Rd., Tel. Smetwicks 1158/9. Austin agents.

SOLIHULL.—Solihull Motor Co., High St., Tel. Solihull 5026. Austin distributors.

SOUTHPORT.—Hattons (Southport), Ltd., 665-671, Lord St., Tel. Southport 2268. Austin distributors.

STAINES (Mdx).—Dobson, Ltd., Staines Bridge, Tel. Staines 801. Austin main dealers.

ST ALBANS.—W. M. Couper, Ltd., Catherine St., Tel. 4315. Austin main agents.

AUSTIN—Continued

STONY STRATFORD.—The London Road Garage, Watling Works, Tel. Stony Stratford 2114. Austin main dealers.

STOURBRIDGE (Worce).—The Stour Valley Motor Co., Ltd., Hagley Rd., Stourbridge 5151 (4 lines). Main dealers.

SUNDERLAND.—Binns, Ltd., Union St., Tel. Sunderland 57651. Austin main dealers.

SUNDERLAND.—R. & J. Smith, Pallion Rd., Tel. 5303. Austin retail dealers.

TADDINGTON.—Teddington Engineering Co., Ltd., 29-31, High St., Tel. Kinson 1193/4. Austin retail dealers.

TETSFORD.—W. & G. Lambert Ltd., Tel. 2217. Austin dealers.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 519-523, St. John's Rd., Southborough 1000 (3 lines). Retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Rd., Tel. Wallington 2002/1. Austin distributors.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury Tel. Arnold 4567. Austin retail dealers.

WEST BROMWICH (Staffs).—Geo. H. Kendrick, Ltd., (2 lines). Retail dealers.

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd., 648-656, London Rd. Southend 4522/3/4. Austin distributors.

WEST HARTLEPOOL.—Leeming Garages, Ltd., Hart Lane, Tel. Hartlepool 3264. Austin main dealers.

WEST WICKHAM (Kent).—West Wickham Garage, Ltd., 253, High St., Tel. Springs Park 2900. Austin dealers.

WORKING (Surrey).—Inkerman Motor Co., Hermitage Rd., St. Johns Tel. Woking 1103. Austin retail dealers.

WORTHING.—J. Hollands, Ltd., Rectory Rd., Tel. Worthing 1090. Austin main agents.

BENTLEY

BIRMINGHAM.—P. J. Evans, Ltd., 81 St. John Bright Rd., Tel. Midland 2911 (6 lines). Bentley Special retailers.

DARTFORD.—Sanderson & Holmes, Ltd., London Rd. Tel. 47471. Bentley distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. 5486, 5489. Bentley Special retailers.

GLASGOW, C.2.—The Clyde Automobile Co., Ltd., 100, Renfrew St., Tel. Douglas 6556/7. Bentley distributors.

HULL.—Rippon Bros., Ltd., Victoria St., Tel. Hudds 7070 (10 lines). Bentley distributors.

LONDON, W.1.—Jack Barclay, Ltd., Hanover Sq., Mayfair 7444. Berkeley Sq. Gros 6811. Official retailers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens, Tel. Regent 7067. Bentley official retailers.

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St., Mayfair 512. Retailers.

LONDON, S.W.7.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Kensington 9477/8. Official Bentley specialists.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Bentley distributors.

MANCHESTER 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane, Tel. Ruas 2874/5. Bentley specialists.

NORTHAMPTON.—Greene, Limited, Tel. 51682. Bentley distributors.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St., Tel. 4245. Bentley distributors.

BOND MINICAR

LONDON, N.W.6.—Raymond Way, Canterbury Rd., Kilburn Mal. 6044. Bond Minicar distributor for North of Thames.

BRISTOL

BRISTOL.—Charles Cruickshank Motors, 16-18, Broad Quay, The Centre, Tel. 25280. Bristol distributors.

EDINBURGH.—James M. Inglis Automobiles, Ltd., 64-76, Pitt St., 3, Tel. 26287. Bristol main agents.

GLASGOW.—James H. Oak, Ltd., 52, Woodlands Rd., Douglas 7598. Bristol distributors Scotland and Northern Ireland.

LEEDS 1.—H. R. Martindale, Ltd., Harrison St., Bridge, Tel. 2014/3-5. Bristol distributors.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Square. Gros 2563. Retail dealers.

LONDON, W.1.—University Motors, Ltd., Stratton House, 80, Piccadilly, Tel. Grosvenor 4141. Bristol distributors.

SURREY.—Anthony Crook Motors, Ltd., Caterham Hill, Tel. Caterham 2232/3. Bristol distributors.

BUICK

LONDON, W.1.—Lendrum & Hariman, Ltd., Buick House, 26b, Albemarle St., Regent 7121. Buick concessionaires.

CADILLAC

LONDON, W.1.—Lendrum & Hariman, Ltd., Buick House, 26b, Albemarle St., Regent 7121. Cadillac concessionaires.

CHEVROLET

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-17, Upper Saint Martin's Lane, Tem. 3565. Chevrolet distributors.

CHRYSLER

TAUNTON (Somerset).—Dunn's Motors, Ltd., 43-45, East St., Tel. Taunton 2607/8/9. Chrysler distributors.

CITROEN

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd., Tel. Amersham 514. Citroen main agents.

BATH.—Widombe Garages, Ltd., Putney Rd., Tel. Bath 565. Citroen distributors.

BIRMINGHAM 16.—Hunt's (Birmingham), Ltd., 197/199, Hailey Rd., Edgbaston. Edgbaston 2941 (3 lines). Citroen retail dealers.

CHESTER (Ches).—G. Marshall & Sons, Ltd., Waterside, Tel. Chester 64. Citroen distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 405. Citroen distributors.

FORBURY (Lancs).—H. Woodward & Son, Ltd., Alcar Works, By-Pass Rd., Farnley 635 (4 lines). Citroen distributors.

GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton, Tel. Gt. Ponton 251/2. Citroen distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. 5486, 5489. Citroen distributors.

HOVE 5.—Presley (Hove), Ltd., 26-28, St. John's Rd., Tel. 54037-8. Citroen distributors.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Tel. Colindale 6134/5/6. Citroen distributors.

LONDON, S.W.3.—Shrimpton's Motors, Ltd., 242/244, Brompton Rd., Tel. Kensington 9464. Citroen distributors.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage Upper Brook St. Ardwick 1345. Retail dealers.

NORWICH.—John L. Punter, The Garage, Aylham Rd., Tel. Norwich 20054. Citroen main agent.

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage, Tel. 1401/4. Citroen distributors and service specialists.

SHREWSBURY.—Gastensby Bros. Ltd., Column Garage, Tel. Shrewsbury 6272. Citroen distributors.

ST ALBANS.—W. M. Couper, Ltd., Catherine St., Tel. 4243. Citroen distributors.

CONNAUGHT

SEND (SURREY).—Connaught Engineering, Portsmouth Rd., Tel. Ripley 3122. Connaught distributors.

DAIMLER

ASHTON-UNDER-LYNE.—William Monk Limited, Oldham Rd., Tel. Ashton 1808/9 and 1531. Daimler distributors.

AYR.—McQuilton's Garage, Ltd., 18, Beinford Terrace, Tel. 5058/9. Daimler area dealers.

BIRMINGHAM.—P. J. Evans, Ltd., 81 St. John Bright Rd., Tel. Midland 2911 (6 lines). Daimler distributors.

CARDIFF.—Moremth Motors, Ltd., 41-47, Frederick St., Tel. 50791/2. Daimler distributors.

EVERTON.—Torquay Motors, Ltd., Topsham Rd., Tel. 3578. Daimler distributors.

HALIFAX.—Hoffmanns Garage, Ltd., Huddersfield Rd., Tel. Halifax 5944 (7 lines). Daimler main agents.

LONDON, N.W.1.—Eastern Automobiles (Southend), Ltd., 1163/7, London Rd., Tel. 5528. Daimler distributors.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Portico Close, Grosvenor Place. Padd. 5081. Daimler dealers.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd., Tel. Fremantle 0051. Daimler retail dealers.

MANCHESTER, 1.—County Garage, Sackville St., Tel. Central 8011/2 and Ard 2962. Daimler agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate, Tel. Deansgate 4795/6. Daimler retail dealers.

MANFIELD.—James Windsor & Son (Manfield), Ltd., Nottingham Rd., Tel. 2401/3. Daimler main dealers.

NANTWICH (Ches).—Peppers Garage (Nantwich), Ltd., London Rd., Tel. 5591. Daimler distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane, Marefair, Tel. 51578. Daimler distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane, 2289/8 and 22023. Distributors.

SMETHWICK.—E. E. Brown & Co. (Smetwicks), Ltd., 31, Paul's Rd., Tel. Smetwicks 1158/9. Daimler agents.

ST ALBANS.—Mariboro Motors (St. Albans), Ltd., London Rd., Tel. 1570/1. Daimler distributors.

SUNDERLAND.—Binns, Ltd., Union St., Tel. Sunderland 57651. Daimler distributors.

SWINDON (Wilts).—Skurray's, Ltd., 50-52, High St., Tel. Swindon 2266/7. Daimler main dealers.

TORQUAY.—Torquay Motors, Ltd., Torwood St., Tel. 7591/2. Daimle distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Tel. 12 London Rd. Tun Wells 1425. Distributors.

YEovil (Somerset).—W. Sparrow & Sons, Ltd., Osborne Garage, Tel. Yeovil 2181/2. Daimler main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

DELOW

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 35-37, East Dulwich Rd., London and South-Eastern Counties, Delow distributors.

DODGE

LONDON, S.W.12.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., Tel. Balham 2234. Dodge distributors.

FORD

ALPERTON.—Dagenham Motors, Ltd., 574, Ealing Rd., Tel. Perivale 5588. Ford main dealers.

ATRINGHAM.—H. & J. Quick, Ltd., Hale Road Bridge, Tel. Atringham 2275. Ford main dealers.

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd., Tel. Amersham 514. Ford retail dealers.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-162, Bristol St., Tel. Midland 5861. Ford main dealers.

BROMLEY (Kent).—Somes & Dunn, Ltd., 95, Masons Hill, Tel. Ravensbourne 4664. Ford main dealers.

BURY.—H. & J. Quick, Ltd., 270, The Rock, Tel. Bury 1204. Ford main dealers.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd., Tel. 1890. Ford dealers.

CARDIFF.—A. E. Harris, Ltd., 10-11, Castle St., Tel. Cardiff 26531 (3 lines), 26541. Ford main dealers.

CARLISLE.—County Garage Co., Ltd., Leather St., Tel. 2451-5-6. Ford main dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Tossy Garage, Tel. 482-3. Ford main agents.

CARMARTHEN.—Eddie Stephens Motors, 22-25, Water St., Tel. 253. Ford retail dealers.

CHEADLE (Ches).—H. & J. Quick, Ltd., Winslow Rd., Tel. Gattley 4282. Ford main dealers.

CONSETT.—Atkinson & Brownell, Ltd., Plaza Buildings, Consett, Tel. Consett 157 & 795. Ford main dealers.

DUMFRIES.—MacKnight (Motors), Ltd., York Place, Tel. 1621-22. Service Station 1623. Ford main dealers.

EDINBURGH.—Alexander of Edinburgh, Ltd., Temple St., Tel. 25151. Ford main dealers.

EPSON.—The Farm Garage, Ltd., 28, Church St., Tel. Epson 1456-7. Ford main dealers.

EVERCRECH (Som).—R. Whitehead & Son, Tel. 11. Ford area dealers.

FOLKESTONE.—F. H. Peacock, Ltd., 104, Ford Rd., Tel. Folkestone 51222. Ford main dealers.

FORFAR (Angus).—A. T. Mungall, Ltd., 167-9, Castle St., Tel. Forfar 551. Ford main dealers.

GRANTHAM.—Grantham Motor Co., Ltd., 167-9, Castle St., Tel. 57b-9. Ford main dealers.

GUILDFORD.—Coombs Service Station, By-Pass Rd., Tel. 62952/5-4. Ford main dealers.

HAMPSTEAD, N.W.5.—Rowland Smith (Motors), Ltd., Hampstead High St., Tel. Ham. 6041. Ford main dealers.

HIGH WYCOMBE.—Tillett Garage, Priory Rd., Tel. High Wycombe 523. Ford retail dealers.

HULL.—Harbour Motors, Ltd., 172, Anlaby Rd., Tel. Hull 15500. Ford main dealers.

KILMARNOCK.—The Dunlop Motor Co., Ltd., 30, Glasgow St., Tel. 187-8. Ford dealers.

KNUFTFORD (Cheshire).—Knutford Motors, Ltd., 254 (4 lines). Also at Stoke-on-Trent and Chester. Main dealers.

LIVERPOOL, 7.—Mendons Automotives, Ltd., 159-161, Farness Rd., Tel. Stoneycroft 4441 (3 lines). Ford dealers.

LONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Regent 4566. Ford main dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St., Tel. Langham 5506. Ford agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square, Gros. 2565. Retail dealers.

LONDON, W.2.—S. Morris & Company, 29-31, Edgware Rd., Marble Arch, Paddington 3075-6. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Duke's Rd., Western Ave., Tel. Acton 5224. Ford retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hamersmith, Tel. Riverside 5665. Ford retail dealers.

LONDON, W.8.—J. Davy, 180-2, Kensington High St., Tel. Western 5641. Ford main agents.

LONDON, W.11.—John S. Truscott, Ltd., 175, Westbourne Grove, Tel. Bay. 4274. Ford retail dealers.

LONDON, N.W.2.—Bradbury of Cricklewood, Ltd., Edgware Rd., Tel. Glad. 1194-6. Ford main dealers.

LONDON, N.W.3.—Blue Star Garage, Ltd., Car Sales Dept., 55, High St., Hampstead, Ham. 8081. Agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 157-153, High St., Haringdon, Tel. Eps. 6356-9. Ford agents.

LONDON, N.2.—Motorists (London), Ltd., Great North Rd., East Finchley Station, Tudor 2501. Ford agents.

LONDON, N.12.—W. Harold Perry, Ltd., 279, Ballards Lane, Finchley, Hillside 4441-9. Ford main dealers.

LONDON, N.22.—Ottley Motors, Ltd., 11, Crescent Rd., Alexandra Park, Buses Park 4368. Ford dealers.

LONDON, E.11.—A. W. Story (Motors), Ltd., 635, High St., Leytonstone, Tel. Ley. 6671-2. Ford centers.

FORD—Continued

LONDON, S.E.3.—Dagenham Motors, Ltd., 8, Sandley Rd., Catford, Tel. Hither Green 4821. Ford main dealers.

LONDON, S.E.9.—Well Hall Rd. Garage, Well Hall Rd., Tel. Eltham 3854 and 1446. Ford retail distributors.

LONDON, S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill, Lee Green 4821. Ford retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge, Sloane 1353, 1709. Ford main dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St., Tel. Sloane 9288-9. Ford stocking dealers.

LONDON, S.W.2.—Adlards Motors, Ltd., 45, Acre Lane, Brixton, Tel. Brixton 6451. Ford main dealers.

LONDON, S.W.3.—Tankard & Smith, Ltd., 184-186, Kings Rd., Tel. Finsbury 4901-2. Ford retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earls Court Rd., Tel. Froisher 0063. Ford dealers.

LONDON, S.W.5.—R. O. Wimbush, Ltd., 312, Earls Court Rd., Tel. Fremantle 6401-2. Ford retail dealers.

LONDON, S.W.5.—Rawlings Tudor Garage, Ltd., 923, Fulham Rd., Remov. 2281. Ford retail dealers.

LONDON, S.W.5.—Tanner Bros. Motors, Ltd., 871-5, Fulham Rd., Tel. Ren. 4494-5. Ford agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington, Ken. 2465. Ford retail dealers.

LONDON, S.W.7.—Peterham Garage, Ltd., Peterham Mews, Queens Gate Place, Tel. Western 4107. Ford agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd., Tel. Macaulay 3563-4. Ford retail dealers.

LONDON, S.W.8.—Wilson's Automotives & Coach Works, Ltd., Trinity Gardens, Brixton 4611. Ford agents.

LONDON, S.W.19.—Bainshaw, Ltd., Hatfield Rd., Wimbledon, Tel. Lth. 4611. Ford main dealers.

UTON (Bedg).—Luton Motor Co., Ltd., 326-340, Dunstable Rd., Tel. 3713-3714. Ford main dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate, Tel. Deansgate 3525 and 3536. Ford retail dealers.

MANCHESTER, 13.—Manchester Garages, Ltd., Oxford Rd., Tel. Rusholme 1456. Ford main dealers.

MANCHESTER, 16.—H. & J. Quick, Ltd., Chester Rd., Old Trafford, Tel. Trafford Park 2201. Ford main dealers.

NEWARK (Notts).—Brooks Motor Co. (Newark), Ltd., Castlegate and Farndon Rd., 1152-3 and 669, Main dealers.

RUISLIP (Middx).—Ruislip Garages, 128, High St., Tel. Ruislip 5500 (our only address). Ford retail sub-dealers.

SURREY.—Anthony Crook Motors, Ltd., Caterham Hill, Tel. Caterham 2232-3. Ford agents.

THETFORD.—W. & G. Lambert, Ltd., Tel. 2217. Ford dealers.

WEMBLEY.—James Green Motors, 28-30, Walford Rd., Sudbury, Tel. Arnold 4597. Ford retail agents.

WOLVERHAMPTON.—B. Billingham, Ltd., 18, Cleveland St., Tel. 20232 (3 lines). Ford main dealers.

WOODFORD, E.18.—Frank G. Gates, Ltd., Gates Corner, Tel. Wandstead 2235 (5 lines). Ford main dealers.

WORCESTER.—T. J. Daniel, Ltd., The Motor House, Bath Rd., Tel. 6261. Ford main dealers.

FRAZER NASH

LONDON.—A.F.N., Ltd., Falcon Works, London Rd., Boreham, Hounslow 0011. Manufacturers of Frazer Nash cars.

HEALEY

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. 5488, 5489. Healey distributors.

MANCHESTER, 3.—J. C. Alexander, Ltd., 180, Deansgate, Tel. Deansgate 4795-6. Healey distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane, Marefair, Tel. 51578. Healey distributor.

HILLMAN

BERGAVENNY (Mon).—The Abergavenny Motor Co. (1919), Ltd., Monmouth Rd., Tel. 540-541. Hillman main dealers.

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd., Tel. Amersham 514. Hillman retail dealers.

BARNET.—Hadley Green Garage, Ltd., Tel. Barnet 0910/0352/5963. Hillman main dealers.

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Verette), Ltd., 16-18, Broadway, Tel. Bexleyheath 5591-2. Hillman main agents.

BLACKPOOL.—Kirby, Ltd., Tel. Blackpool 25485. Hillman distributors.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green, Tel. Bristol 20031 (10 lines). Hillman distributors.

BROMLEY.—Tudor Garage (Tudor Auto Services, Ltd.), Bromley Common, Tel. Hurstway 1682. Hillman main dealers.

BURTON-ON-TRENT.—W. T. Blackshaw & Co., Ltd., Curzon Street Garage, Tel. 2355. Hillman main dealers.

BURY (Lancs).—P. & E. Finney, Ltd., 82-86, Bolton St., Tel. Bury 5539. Hillman retail dealers.

HILLMAN—Continued

BUXTON.—G. W. Rodakowski & Sons, 9, Scarcliffe Pl., Tel. Buxton 96. Hillman main dealers.

CHELTENHAM (Glos).—Ebdons Automotives, Ltd., 10-28, Bath Rd., Tel. Cheltenham 5859-6. Hillman distributors.

COVENTRY.—Martin's Garage, London Rd., Tel. Toll Bar 3169. Hillman retail dealers.

CRAYDON.—Manton Motors, Ltd., 23-27, 57-59, Shire Rd., Addicksome 6051/2/3/4. Hillman main dealers.

CRAYDON.—Smith Auto Co., Ltd., 145, London Rd., Tel. Craydon 4600-4632. Hillman main dealers.

EDINBURGH.—James Ross & Sons (M.), Ltd., Lochrin, Tel. Fou. 1855. Hillman distributors.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd., Tel. 2961. Hillman main dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd., Tel. Erith 3000. Hillman agents.

EVESHAM (Worce).—Victor A. Morrill, The Motor House, Broadway Rd., Tel. Evesham 6068. Hillman main dealers.

EXETER.—Torquay Motors, Ltd., Topsham Rd., Tel. 5579. Hillman retail dealers.

FLEET (Hants).—Station Garage F. Motre, M.M.I., 22, Fleet Rd., Tel. Fleet 113. Hillman retail dealers.

GLASGOW, G.E.—James B. Rolinson, Ltd., 400, Galloway, Tel. Bridgeton 3566. Hillman retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd., Tel. 24081 (3 lines). Hillman distributors.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 629, Kenton Rd., Kenton, Wren. 5636. Hillman retail dealers.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-Pass, Tel. Hatfield 2711. Hillman distributors.

HERTFORDWEST.—James Parry, County Motors, Dew St., Tel. 122. Hillman retail dealers.

HERTFORD.—W. Waters & Sons, Ltd., North Rd., Tel. Hertford 3084. Hillman distributors.

HYTHE (Kent).—H. F. Edwards & Co., Ltd., Seabrook Rd., Tel. Hythe 67311. Hillman agents.

ILFRACOMBE (Devon).—Hancock's (Motors), Ltd., Broad St., Tel. Ilfracombe 182-3. Hillman area dealers.

KINOTON (Warwick).—Kineton Garage, Ltd., Warwick Rd., Tel. Kineton 312. Hillman main agents.

KINGSWOOD.—Warren Motors & Kingswood Hire Service, Ltd., Station Approach, Burgh Heath 4655. Hillman stocking dealers.

LIVERPOOL.—Kirby, Ltd., Tel. Royal 3567. Hillman distributors.

LONDON, W.8.—Normand, Ltd., 405, King St., Hamersmith, Tel. Riverside 5665. Hillman retail dealers.

LONDON, N.W.3.—White Bear Garage, 13, Heath St., Hampstead, Tel. Hampstead 5272. Hillman main agents.

LONDON, N.17.—Robert Chidley, Ltd., 659, High Rd., Tottenham, Tel. Tottenham 8911-3. Hillman main dealers.

LONDON, E.1.—Zenith Motor Engineering Works, Ltd., 391, Commercial Rd., Stepney Green 4285. Hillman dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Silverthorn 1820-1. Hillman main dealers—agents, Essex.

LONDON, S.E.10.—Alpha Motors, Ltd., Perseverance House, Woolwich Rd., Hillman retail dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 1585 (5 lines). Hillman retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham, Tel. Syd. 5123-4. Hillman (Mink) agents.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., Fulham, Tel. Remov. 2281. Hillman dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington Ken. 2465. Retail dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington, Ken. 6642. Hillman main agents.

LONG EATON.—Lindley's Garage, Ltd., Tamworth Rd., Tel. 459. Hillman retail dealers.

MAIDENHEAD (Berks).—Baylford's Garage, Braywick, Tel. Maidenhead 724. Hillman agents.

MANCHESTER, 13.—Martin Thompson & Co., Ltd., Clock Corner Garage, Under Brook St., Ardwick 1343. Retail dealers.

NEWQUAY (Cornwall).—The Clock Garage (Cornwall), Ltd., Summercourt, Tel. Mitchell 232. Hillman main dealers.

OXFORD.—Laytons of Oxford (Motors), Ltd., New Rd., Tel. Oxford 3381. Hillman distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 59-64, Epkehampton Rd., Tel. Plymouth 3003-5. Hillman distributors.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. 3195, 3196, 3187. Hillman agents.

RUISLIP (Middx).—Ruislip Garages, 128, High St., Tel. Ruislip 5500. (Our only address). Hillman main dealers.

SALOP.—James Garages, Ltd., Church Street, Tel. Church Street 27 and 504. Hillman main agents.

SHEFFIELD, 11.—F. R. Pickford & Co., Ltd., Oreston Works, Eccall Rd., 6344 (4 lines). Hillman distributors.

SHIPTON-ON-STOOR.—V. W. Davies & Son, Ltd., Church St., Tel. 5. Hillman dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

HILLMAN—Continued

SLOUGH (Bucks)—Perless Motors, Ltd., Bath Rd. Tel. Slough 2294. Hillman dealers.

SOUTHPORT—Kirby, Ltd. Tel. Southport 4158. Hillman distributors.

SOUTHSEA (Hants)—E.M.A. Ltd. Tudor House, Grove Rd. South. Tel. Portsmouth 2166. Hillman distributors.

SUTTON (Surrey)—Phoenix Motor Co. (Surrey), Ltd. S. Phoenix House, High St. Vigilant 1121/4. Hillman main dealers.

TAUNTON (Somerset)—Dunn's Motors, Ltd., 43-45, East St. Tel. Taunton 2607/8/9. Hillman distributors.

TUNBRIDGE WELLS (Kent)—J. Rawson & Sons, Ltd., Mount Pleasant. Tunbridge Wells 5494. Hillman distributors.

TUNBRIDGE WELLS—St. Johns Motor Co., Ltd., 62/64, St. Johns Rd. 20619. Hillman (Main) agents.

WALSALL—Abbotts Garages (Walsall), Ltd., Holly-bedge Lane. Tel. Walsall 2906. Hillman main dealers.

WEST BROMWICH—J. Sharratt & Sons, Ltd., Tower Garage, Carters Green. West Bromwich 0352. Main agents.

WETHERBY—Bendbeck Motors, Ltd., Automobile Engineers and Agents, Deighton Rd. Tel. 129. Hillman main agents.

WIGAN—S. & S. Motors (Wigan), Ltd., Central Garage, Crompton St. Tel. 2281-2. Hillman retail dealers.

WIMBLEDON S.W.19.—The Modern Service Garage (Modern Service Garage, Ltd.), High St. 5135 (5 lines). Main distributing dealers.

WORKING (Surrey)—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1282. Hillman main dealers.

HOTCHKISS

LONDON S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court, South Kensington. Ken. 6642. Sole concessionaires.

H.R.G.

LONDON S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court, South Kensington. Ken. 6642. Sole distributors London, Home Counties.

HUMBER

ABERDEVENNY (Mon)—The Aberdevenny Motor Co. (1919), Ltd., Monmouth Rd. Tel. 540/541. Hummer main dealers.

AMERSHAM (Bucks)—G. Marshall & Sons, Ltd., Woodside Rd. Tel. Amersham 514. Hummer retail dealers.

BARNET—Hadley Green Garage, Ltd., Tel. Barnet 0210-0332-5966. Hummer main dealers.

BEXLEYHEATH (Kent)—Broadway Motors (J. D. Verette, Ltd.), 16-18, Broadway, Tel. Bexleyheath 358-2. Hummer main agents.

BLACKPOOL—Kirby, Ltd. Tel. Blackpool 25485. Hummer distributors.

BRISTOL 1.—The Cathedral Garage, Ltd., College Green. Tel. Bristol 20351 (10 lines). Hummer distributors.

BROMLEY—Tudor Garage (Tudor Auto Services, Ltd.), Bromley Common. Tel. Hurstway 1262. Hummer main dealers.

BURTON-ON-TRENT—W. T. Blackshaw & Co., Ltd., Curzon Street Garage, Tel. 2838. Hummer main dealers.

BURY (Lancs)—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 5208. Hummer retail dealers.

BUXTON—G. W. Hodgkinson & Sons, 9, Scarisdale Place, Tel. Buxton 96. Hummer main dealers.

CHELTENHAM (Glos)—Ebdons Automobiles, Ltd., 16-20, Bath Rd. Tel. Cheltenham 5895-6. Hummer distributors.

COVENTRY—Martin's Garage, London Rd. Tel. Toll Bar 3169. Hummer retail dealers.

CROYDON—Manton Motors, Ltd., 25-27, Shirley Rd. Tel. Addiscombe 6551-2-3-4. Hummer main dealers.

CROYDON—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600-4632. Hummer main dealers.

EDINBURGH—James Ross & Sons (M.), Ltd., Loch-rin, Tel. Fox 1355. Hummer distributors.

EPFOM (Surrey)—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epom 9400. Hummer agents.

ERTH (Kent)—North End Machinery & Motor Services, Ltd., North End Rd. Tel. Erith 3000. Hummer agents.

EVESHAM (Worce)—Victor A. Morrall, The Motor House, Broadway Rd. Tel. Evesham 6082. Hummer main dealer.

GLASGOW G.E.—James B. Nollan, Ltd., 400, Calabogow, Tel. Bridgetown 9686. Hummer retail dealers.

GLOUCESTER—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (5 lines). Hummer distributors.

GRIMSBY—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295, 2775. Hummer main dealers.

HARROW (Middle)—Automobile & Aircraft Services, Ltd., 608, Kenton Rd., Kenton. Tel. Wor. 3656. Hummer retail dealers.

HATFIELD (Herts)—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Hummer distributors.

HAVERFORDWEST—James Parry, County Motors, Dev St. Tel. 122. Hummer retail dealers.

HERFORD—W. Waters & Sons, Ltd., North Rd. Tel. Herford 3044. Hummer distributors.

KINETOON (Warwick)—Kineton Garage, Ltd., Warwick Rd. Tel. Kineton 512. Hummer main agents.

HUMBER—Continued

KINGSWOOD—Warren Motors & Kingswood Hire Service Ltd., Station Approach, Burgh Heath 4055. Hummer stocking dealers.

LIVERPOOL—Kirby, Ltd. Tel. Royal 3567. Hummer distributors.

LONDON N.W.3.—White Bear Garage, 13, Heath St., Hampstead. Tel. Hampstead 5273. Hummer main agents.

LONDON N.17.—Robert Childley, Ltd., 658, High Rd., Tottenham. Tel. Tottenham 9811-3. Hummer main dealers.

LONDON E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd. Stepney Green 4285. Hummer dealers.

LONDON E.4.—Reliance Motors (Chingford), Ltd., 591, Commercial Rd. Stepney Green 4285. Hummer dealers. Spares, service.

LONDON S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8365 (5 lines). Hummer retail dealers.

LONDON S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. Syd. 5123-4. Hummer dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd., South Kensington. Ken. 2468. Hummer retail dealers.

LONDON S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court, South Kensington. Ken. 6642. Hummer main agents.

LONG EATON—Lindley's Garage Ltd., Tamworth Rd. Tel. 459. Hummer main dealers.

MAIDENHEAD (Berks)—Sawfords Garage, Braywick, Tel. Maidenhead 724. Hummer agents.

MANCHESTER 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1343. Mail dealer.

OXFORD—Laytons of Oxford (Motors), Ltd., New Rd., Tel. Oxford 3381. Hummer distributors.

PLYMOUTH—M. Thomas (Motors), Ltd., 56-64, Embankment Rd. Tel. Plymouth 2005-5. Hummer distributors.

POMEROY (Hants)—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. 3165, 3166, 3167. Hummer agents.

RUISLIP (Middle)—Ruslip Garages, 128, High St. Tel. Ruslip 2500 (our only address). Hummer distributors.

SALOP—James Garages, Ltd., Church Street, Tel. Church Street 27 and 304. Hummer main agents.

SHEFFIELD 11.—F. H. Pickford & Co., Ltd., Crescent Works, Ecclesall Rd. Tel. 62444 (4 lines). Hummer distributors.

SHIPTON-ON-STOUE—V. W. Davies & Son, Ltd., Church St. Tel. 3. Hummer dealers.

SOUTHPORT—Kirby, Ltd. Tel. Southport 4158. Hummer distributors.

SOUTHSEA (Hants)—E.M.A. Ltd. Tudor House, Grove Rd. South. Tel. Portsmouth 2166. Hummer distributors.

SUTTON (Surrey)—Phoenix Motor Co. (Surrey), Ltd., S. Phoenix House, High St. Vigilant 1121-4. Main dealers.

TAUNTON (Somerset)—Dunn's Motors Ltd., 43-45, East St. Tel. Taunton 2607-8-9. Hummer distributors.

TUNBRIDGE WELLS (Kent)—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 5494. Hummer distributors.

WALSALL—Abbotts Garages (Walsall), Ltd., Holly-bedge Lane, Tel. Walsall 2906. Hummer main dealers.

WARRINGTON (Lancs)—Percy Duckworth, Ltd., 44-46, Winwick Street. Tel. Warrington 3656. Hummer main dealers.

WEST BROMWICH—J. Sharratt & Sons, Ltd., Tower Garage, Carters Green. West Bromwich 0352. Main agents.

WETHERBY—Bendbeck Motors, Ltd., Automobile Engineers & Agents, Deighton Rd. Tel. 129. Hummer main agents.

WIGAN—S. & S. Motors (Wigan), Ltd., Central Garage, Crompton St. Tel. 2281-2. Hummer retail dealers.

WIMBLEDON S.W.19.—The Modern Service Garage (Modern Service Garage, Ltd.), High St. 5135 (5 lines). Main distributing dealers.

WINDSOR—Martins of Windsor, St. Leonard's Rd. Tel. 549. Hummer distributors.

WORKING (Surrey)—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1282. Hummer main dealers.

JAGUAR

BEXLEYHEATH—J. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. Bexleyheath 1666. Jaguar main dealers.

BIRMINGHAM—Broad Street Motors (P. J. Evans, Ltd.), 192, Broad St. Tel. Midland 1271. Jaguar distributors.

BLACKBURN (Lancs)—Whalley Bros. Ltd., Maltese B. Showroom, Town Hall St. Tel. 7728. Jaguar agents.

BRENTFORD (Middle)—Leonard Williams & Co. (1940), Ltd., Packard Buildings, Ot. West Rd. Ealing 3400. Dealers.

BURY—Carrs, Ltd., Motor Engineers, Knowler St. Tel. 598. Jaguar agents.

COLLINS GREEN (Lancs)—Hawthorn Motors Co., Penny Lane, Tel. Newton Le Willows 2356. Jaguar agents.

COVENTRY—S. H. Newcome & Co., Ltd., Corporation St. Tel. 9061. Jaguar distributors.

DERBY—Sanderson & Holmes, Ltd., London Rd. Tel. 47471. Jaguar distributors.

EASTBOURNE—Willett's (Eastbourne), Ltd., 85, 7, South St. Tel. 1870. Jaguar area dealers.

JAGUAR—Continued

EPFOM (Surrey)—Fage Motors, Ltd., High St. Tel. Epom 9801-2-3. Jaguar area dealers.

GRIMSBY—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295, 2775. Jaguar distributors.

HALIFAX—Hoffmanns Garage, Ltd., Huddersfield Rd. Tel. Halifax 5944 (7 lines). Jaguar main agents.

HAMPSTEAD N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. Jaguar retail dealers.

LONDON W.1.—Lex Garages, 2, Lexington St. Oer-rard 6600. Jaguar agents.

LONDON W.1.—Philip Richards, Ltd., 4, Brick St., Tel. Grosvenor 3772. Jaguar agents.

LONDON N.15.—Saul & Slater, Ltd., 44-46, Alder-man's Lane. Palmers Green 1205-7175. Jaguar area dealers.

LONDON N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, Stamford Hill 8030. Jaguar agents.

LONDON E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd., Tel. Maryland 4818. Jaguar area dealers.

LONDON S.E.13.—Birds Automobiles, 118, High Rd., Lee Green 1072. Jaguar area dealers.

LONDON S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court, South Kensington. Ken. 6642. Jaguar main agents.

MANSFIELD—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Jaguar main dealers.

NORTHAMPTON—Grose, Ltd. Tel. 31662. Jaguar distributors.

PRESTON (Lancs)—Jaguar House, Blackpool Rd. Tel. 66555. Jaguar distributors.

REDCAR—Gerald Fleming, Ltd., Trunk Road Garage, Tel. 1401-4. Jaguar sales and service specialists.

REDDITCH—Hortons Garage (Redditch), Ltd., George St. Tel. 17. Jaguar area dealers.

SLOUGH (Bucks)—Perless Motors, Ltd., Bath Rd. Tel. Slough 2294. Jaguar main dealers.

ST. ALBANS—W. M. Cooper, Ltd., Catherine St. Tel. 4543. Jaguar main agents.

SUNDERLAND—Binns Ltd., Union St. Tel. Sunder-land 37651. Jaguar main dealers.

SWINDON (Wilt)—Shurley's, Ltd., 50-52, High St. Tel. Swindon 2206-7. Jaguar main dealers.

TORQUAY—South Devon Garages, Ltd., Market St. Tel. 2225. Jaguar distributors.

VIRGINIA WATER (Surrey)—Gavin Fairfax, Ltd., Tel. Westworth 5154. Jaguar main dealers.

WEMBLEY—Wentley Court Motors, High Rd., Wembley 6797/8. Service Station, Arnold 1154-5. Jaguar main agents.

YEovil (Somerset)—W. Sparrow & Sons, Ltd., Church Garage, Tel. Yeovil 5151-2. Jaguar main agents.

JOWETT

ABERDEEN—Hoburn Motors, Ltd., 515, Holborn St., Tel. Aberdeen 24574 (12 lines). Jowett main agents.

ASHFORD (Kent)—C. Hayward & Son 20-46, New St. Tel. Ashford 354 (8 lines). Jowett distributors.

BECHEHAM (Kent)—Cooper & Green, Eden Park Garage, 455, Upper Kieners End Rd. Ken. 2565. Main agents.

BIRMINGHAM 18.—Frank Mosley (A. S. & B.), Ltd., Steward St., Spring Hill, Edg. 0916. Jowett area dealers.

BOLTON—Brookbank & Baxter, Ltd., Crompton Way Garage, Tel. Bolton 4815. Jowett main agents.

BRADFORD—Grosvenor Garage (Bradford), Ltd., Grosvenor Rd., Tel. 23081 (6 lines). Jowett main agents.

BRADFORD—L. O. Mason (Bradford), Ltd., The Fleet Garage, Killmashall Rd. Tel. 64411, 64212. Main agents.

CARLISLE—J. J. Armstrong, Ltd., Denton Garage, Thomas St. Tel. Carlisle 1163. Jowett Javelin main agents.

CARMARTHEN—Western Motors (Carmarthen), Ltd., Riverside, Tel. Carmarthen 7496-7. Jowett main agents.

COVENTRY—P. Blamire, Queen's Road Garage, Tel. 5424. Jowett main agents.

CROYDON—Carr Bros. Garages, Ltd., High St., Purley, Tel. Uplands 4811-5. Jowett agents.

CROYDON—Godfrey's, Ltd., 226-234, London Rd. Tel. Croydon 5641-2. Jowett main dealers.

DUNDEE—William Devlin, 188, Perth Rd. Tel. 5668. Jowett main agents.

EDINBURGH 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Jowett agents.

FALMOUTH—Pollard's Garage, Dracutt Avenue, Tel. Falmouth 265. Jowett main agents.

HALIFAX—Carlton Automotors (Hk.), Ltd., Carlton St. Tel. 5665-6. Main agents for Jowett cars.

HARROW—Bundins Motor Exchange (Harrow), Ltd., Boncroft Lane, Tel. Harrow 6225-6. Jowett (Javelin) distributors.

HORLEY (Surrey)—F. Fairman & Sons, Ltd., Victoria Rd., Tel. Horley 17. Jowett distributors.

KING'S LYNN—Peter Quast Ltd., Woodton Rd. Tel. 4129. Jowett main agents.

KINGSTON-ON-THAMES (Surrey)—O. W. Wilkin, Ltd., 1, Weston Park, Tel. Kin. 8241. Jowett main agents.

KIRKHAM (Lancs)—J. S. Ramsbottom (Kirkham), Ltd., Highgate Garage, Tel. 5277 and 225. Jowett main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

JOWETT—Continued

LIVERPOOL, 1—Carr's Motors, 20/22, Hardman St. Tel. Royal 5141-2-3-4. Jowett main agents.

LONDON, W.1—H. M. Bentley & Partners, Ltd., 9, Abchurch Lane, E.C. 4. Jowett main agents.

LONDON, W.1—Godfrey, Ltd., 201, Gt. Portland St., Tel. Euston 4632. Jowett main dealers.

LONDON, N.17—The Red Oxen Ltd., Eastern Arm, Great Cambridge Rd., Tel. 1909/7553. Main agents.

LONDON, S.W.1—Wimbush & Co., Ltd., Abbey House, Victoria St., Abbey 8896. Jowett (Javelin) main agents.

LONDON, S.W.7—Harold Radford & Co., Ltd., Melton Court, South Kensington, Ken. 6642. Jowett distributors.

MANCHESTER, 3—Tom Mellor, Ltd., Deansgate House, 274, Deansgate, Tel. Deansgate 6181/2. Jowett main agents.

NORTHAMPTON—Butcher's Garage, Ketterline Rd., Tel. 2459. Jowett main agents.

NORWICH—John L. Punter, The Garage, Arisham Rd., Tel. Norwich 20054. Jowett main agent.

ROB-ON-SEA—Service Garage, Llandudno Rd., Tel. 203/4. Jowett distributors.

ROGBY—Sam Robbins, Ltd., Bilton Rd., Tel. Rugby 2063/4. Jowett distributors.

SALFORD, 3—Tom Mellor, Ltd., 272-280, Chapel St., Tel. Deansgate 4008. Jowett main agents.

SOUTHORPE (Lincs)—Marshall's Garage (Southorpe) Ltd., Old Cross St., Southorpe 2291. Jowett distributors.

SHEFFIELD, 1—Hallamshire Tyre & Motor Co., Ltd., Broad Lane, Sheffield 4 2504/5. Jowett main agents.

SUNDERLAND—Wilson's Garage (Sunderland), Ltd., Dixon Square, Roker Avenue, Tel. 2268. Jowett main agents.

TORQUAY—Torquay Motors, Ltd., Torwood St., Tel. 7591/2. Jowett main agents.

WYOMOUTH—Nicholson Motors, Ltd., 172, Dorchester Rd., Tel. 90. Jowett main agents.

WYOMOUTH—Autocars (Wimborer), Ltd., Station Hill, Tel. 4854. Jowett agents.

YEovil, Somerset—W. Sparrow & Sons, Ltd., Osborne Garage, Tel. Yeovil 2181/2. Jowett main agents.

KAISER

GLASGOW, C.A.—St. George's Motors (Glasgow), Ltd., 128, New City Rd., Douglas 2744/5. Kaiser distributors.

LONDON, E.M.S.—Steele Griffiths, Ltd., Camberwell Green, Tel. Rodney 2201. Sole concessionaires Kaiser cars.

LAGONDA

DORKING, Surrey—Pippbrook Garage, London Rd., Tel. Dorking 3381. Lagonda official agents.

LONDON, S.W.7—Harold Radford & Co., Ltd., Melton Court, South Kensington, Ken. 6642. Main agents.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St., Tel. Swansea 55132/3. Lagonda area dealers.

LANCHESTER

AYR—McQuiston's Garage, Ltd., 18, Beresford Terrace, Tel. 5058/9. Lanchester area dealers.

BIRMINGHAM—P. J. Evans, Ltd., 61, 91, John Bright St., Tel. Midland 2911 (6 lines). Lanchester distributors.

CARDIFF—Morris Motors, Ltd., 41-47, Frederick St., Tel. 30791/2. Lanchester distributors.

EXETER—Torquay Motors, Ltd., Topham Rd., Tel. 8579. Lanchester distributors.

HALIFAX—Hodmann's Garage, Ltd., Ruddersfield Rd., Tel. Halifax 9444 (7 lines). Lanchester main agents.

LONDON, S.W.8—Oce Cars, Ltd., 60/62, Queensway, Tel. Tel. Macaulay 3505/4. Lanchester retail dealers.

LONDON, S.W.9—Wilson's Automobiles & Coach Works, Ltd., Trinity Gate, Brixton 4011. Lanchester agents.

MANCHESTER, 1—County Garage, Sackville St., Tel. Central 8011-2 and Afd. 2892. Lanchester agents.

MANCHESTER, 5—J. C. Alexander, Ltd., 190, Deansgate, Tel. Deansgate 4786/6. Lanchester retail dealers.

MANSFIELD—James Windsor & Son (Mansfield), Ltd., Nottingham Rd., Tel. 2401/2. Lanchester main dealers.

NANTWICH, Ches.—Peppers Garage (Nantwich), Ltd., London Rd., Tel. 5591. Lanchester distributors.

NORTHAMPTON—Northampton Motor Services, Ltd., Pike Lane, Marefield, Tel. 31578. Lanchester distributors.

SHEFFIELD, 1—Central Motors (Sheffield), Ltd., West St. and Bailey Lane, 22398 and 22625. Distributors.

SUNDERLAND—Binna, Ltd., Union St., Tel. Sunderland 5763. Lanchester distributors.

TORQUAY—Torquay Motors, Ltd., Torwood St., Tel. 7591/2. Lanchester distributors.

TUNBRIDGE WELLS—G. Stevenson (Kent & Sussex C. Garage), Ltd., 12, London Rd., Tun. Wells 1425. Distributors.

LANCIA

WEMBLEY—Lancia (England), Ltd., Lancia Works, Ealing Rd., Aliperton, Pettsale 3656. Sole Lancia concessionaires.

LEA-FRANCIS

MANCHESTER, 3—J. C. Alexander, Ltd., 190, Deansgate, Tel. Deansgate 4786/6. Lea-Francis distributors.

SHEFFIELD, 1 and South Yorkshire—Hallamshire Tyre & Motor Co., Ltd., Broad Lane, Sheffield 2504/5. Distributors.

M.G.

ASHFORD, Kent—C. Hayward & Son, 20-26, New St., Tel. Ashford 534 (8 lines). M.G. agents.

BURY—Carrs, Ltd., Motor Engineers, Knowley St., Tel. 598. M.G. agents.

CAMBERLEY (Surrey)—Whites (Camberley), Ltd., London Rd., Tel. 1800. M.G. dealers.

COLNE (Lancs)—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 405. M.G. distributors.

CROYDON—Carr Bros. Garage, Ltd., High St., Purley, Tel. Upduns 4811/3. M.G. agents.

DARTFORD, Kent—John C. Beadle, Ltd., Spital St., Tel. Dartford 5067. M.G. area dealers.

EPSON, Surrey—H. F. Edwards & Co., Ltd., 28-30, Upper High St., Tel. Epson 8400. M.G. agents.

GRIMSBY—Roland C. Bellamy, Ltd., St. Mary's Gate, Tel. 5295, 2775. M.G. distributors.

HAMPSTEAD, N.W.—Rowland Smith (Motors), Ltd., Hampstead High St., Tel. Ham. 6041. M.G. retail dealers.

LEAMINGTON SPA—Moore's Agencies, Ltd., 7/13, High St., Tel. Leamington Spa 67. M.G. distributors.

LEEDS, 2—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd., Tel. 50391. M.G. distributors.

LIVERPOOL, 15—The Rocket Motor Co., Ltd., Queens Drive, Broad Green, Storeycroft 6424-5. M.G. area dealers.

LONDON, W.1—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square, Oro. 2563. Retail dealers.

LONDON, W.1—University Motors, Ltd., Stratton House, 60, Piccadilly, Tel. Grosvenor 4141. M.G. distributors.

LONDON, S.W.3—Tankard & Smith, Ltd., 194-198, Kings Rd., Tel. Finsbury 4801-3. M.G. retail dealers.

LONDON, S.W.19—Jarvis & Sons, Ltd., Morris House, Morden Rd., Tel. Lab. 8221. M.G. dealers.

MANCHESTER, 19—A. Freeman, Ltd. (Grosvenor Garage) Burnage Lane, Tel. Run. 2874-5. M.G. agents.

NEWCASTLE-ON-TYNE—A. Smart (Newcastle), Ltd., College Ave., Tel. 23539. M.G. distributor.

WALLINGTON (Surrey)—Jack Rose, Ltd., & Stafford, Tel. Wallington 5677. M.G. dealers.

MINERVA

LONDON, W.2—Hyde Park Garage, 67, Baywater Road, Tel. Paddington 4055. Minerva sole concessionaires.

MORGAN

LIVERPOOL, 1—Carr's Motors, 20-22, Hardman St., Tel. Royal 5141-2-3-4. Morgan distributors.

LONDON, W.1—Basil Roe, Ltd., 161, Gt. Portland St., Tel. Langham 7753. Morgan distributors.

LONDON, N.2—Motorists (London), Ltd., Great North Rd., East Finchley Station, Tudor 2301. Morgan distributors.

LONDON, S.W.11—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, Bant. 5272. Retail dealers.

NORWICH—John L. Punter, The Garage, Arisham Rd., Tel. Norwich 20054. Morgan main agent.

PARKSTONE, Dorset—Husman's, Ltd., Penn Hill Garage, Tel. Parkstone 2. Morgan dealers.

MORRIS

ACTON—Stewart & Arden, Ltd., Administrative Headquarters, Morris House, The Vale, Tel. She 5130. Morris sole London distributors.

ALRESFORD, Hants—Hankins, Ltd., 47, West St., Tel. Alresford 28. Morris area dealers.

ASHFORD, Kent—C. Hayward & Son, 20-26, New St., Tel. Ashford 534 (8 lines). Morris agents.

BEDFORD—George Lashley, Ltd., Morris House, Bromham Rd., Tel. Bedford 66221. Morris distributors.

BIRMINGHAM, 16—Hunts (Birmingham), Ltd., 197-199, Haslewood Rd., Edgbaston, Edgbaston 2921 (5 lines). Morris retail dealers.

BLAKENY, Norfolk—Pryes Garage (Blakeney), Ltd., Tel. City 529. Morris retail dealers.

BOSTON, Lincs.—Holland Bros. Ltd., Bargeat, Tel. Boston 225/2256. Morris distributors.

BRADFORD & DISTRICT—Eric S. Myers, Ltd., "No 9" Worry, Depda, Manningham Lane, Bradford, 25591. Distributors.

BRIDGWATER—Real, Medland & Wills, Ltd., Tel. 583. Morris area dealers.

BURNHAM-ON-CROUCH, Essex—Crouch Engineering Co. (Burnham-on-Crouch), Ltd., Tel. Burnham-on-Crouch 2130. Morris main agent.

BURY—Carrs, Ltd., Motor Engineers, Knowley St., Tel. 598. Morris agents.

BURY ST. EDMUNDS—T. H. Nice & Co., Ltd., Aldersgate St., Tel. Bury St. Edmunds 601-602. Morris distributors.

CAMBERLEY (Surrey)—Whites (Camberley), Ltd., London Rd., Tel. 1800. Morris dealers.

CAMPOEN (GLOS)—F. W. Curtis & Co., Motor Engineers, Morris area dealers.

CARMARTHEN—Eddie Stephens Motors, 22-25, Water St., Tel. 233. Morris retail dealers.

CASTLE BROMWICH (ENG)—Castle Bromwich Garage, 278, Chester Rd., Tel. 2090. Morris retail dealers.

CATFORD—Stewart & Arden, Ltd., Morris House, 200 Bromley Rd., Hlt. 4482. Morris sole London distributors.

COLNE (Lancs)—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 405. Morris retail dealers.

COLWYN BAY—Brad Bros. Ltd., Abergele Rd., Tel. 2264-5. Morris distributors.

MORRIS—Continued

CROYDON—Stewart & Arden, Ltd., Morris House, Benthams Lane, Broad Green, Tho. 1152. Morris sole London distributors.

DARTFORD (Kent)—John C. Beadle, Ltd., Spital St., Tel. Dartford 5067. Morris distributors.

DOVER—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave., Tel. 1, Folkestone Rd., 129-41. Agents.

EDDLEY—Whittingham & Co., Ltd., The Broadway Garage, Tel. 2430. Morris main dealers.

ENDEE—James B. Tyrie, Wellington Garage, Wellington St., Tel. 5406. Morris agent.

EDINBURGH—James M. Inglis Automobiles, Ltd., 64-75, Pitt St., Tel. 23287. Morris dealers.

EDINBURGH, 2—Eastern Motor Co., Ltd., 52, George St., Tel. Central 6294. Morris agents.

ENFIELD, D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd., Tel. Howard 1651. Morris agents.

EWELL (Surrey)—A. W. Houghton, Ruxley Parade Garage, Kingston Rd., Tel. Ewell 5000. Morris agents.

GATESHEAD—Central Garage (Low Fell), Ltd., Tel. Low Fell 78025-6-7. Morris retail dealers.

GOLDERS GREEN—Stewart & Arden, Ltd., Morris House, Finchley Rd. Sps. 9711-2-3. Morris sole London distributors.

GRAVESEND—Sponner Motors, Ltd., The Grove, Tel. Gravesend 5236-7. Morris agents.

GRIMSBY—Roland C. Bellamy, Ltd., St. Mary's Gate, Tel. 5295/2775. Morris agents.

HAMPSTEAD, N.W.1—Rowland Smith (Motors), Ltd., Hampstead High St., Tel. Ham. 6041. Morris retail dealers.

LIFORD—Stewart & Arden, Ltd., Morris House, 543, High Rd., Hlt. 2229. Morris sole London distributors.

LEEDS, 2—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd., Tel. 50391. Retail dealers.

LITTLEBOROUGH—Ratcliffe Bros., Mount Green area dealers.

LIVERPOOL, 7—Mendons Automobiles, Ltd., 159-161, Prescott Rd., Tel. Storeycroft 6441 (3 lines). Morris agents.

LIVERPOOL, 15—The Rocket Motor Co., Ltd., Queen's Drive, Broad Green, Storeycroft 6424-5. Area dealers.

LONDON, W.1—Edgar Harrison, Ltd., 33, North Row, Tel. Park Lane, Tel. Mayfair 0402-3. Morris retail dealers.

LONDON, W.1—Herbert & Mills, Ltd., 75, Gt. Portland St., Tel. Langham 3506. Morris agents.

LONDON, W.1—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Sq. Oro. 2563. Retail dealers.

LONDON, W.1—Philip Richards, Ltd., 4, Brick St., Tel. Grosvenor 4772. Morris agents.

LONDON, W.1—Stewart & Arden, Ltd., West End Showrooms, Morris House, Berkeley Sq., May. 7680. Morris sole London distributors.

LONDON, W.2—E. Morris & Co., 60-61, Edgware Rd., Marble Arch, Paddington 5075-6. Retail dealers.

LONDON, W.C.1—Gladdwell & Kell (1832), Ltd., Ampton St. Works, 8, Cubitt St., Terminus 4461. Retail dealers.

LONDON, W.C.2—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, Temple Bar 5594. Agents.

LONDON, N.W.1—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Piccad. 0091. Morris dealers.

LONDON, N.W.3—Blue Star Garage, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead, Ham. 2855. Agents.

LONDON, N.W.4—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Tel. Hendon 1145. Morris agents.

LONDON, N.W.9—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Tel. Colindale 6154-5-6. Morris retail dealers.

LONDON, N.2—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley, Tudor 2291-2. Retail dealers.

LONDON, N.15—Tankard & Smith, Ltd., 226-230, High Rd., Tottenham, Sta. 3291. Morris area dealers.

LONDON, N.21—Winchmore Hill Garage, Ltd., 604-8, Green Lanes, Winchmore Hill, Ladbarn 5961. Main dealers.

LONDON, N.22—Ottley Motors, Ltd., 11, Crocrod Rd., Alexandra Park, Bowes Park 4563. Morris dealers.

LONDON, E.1—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4285. Morris dealers.

LONDON, E.11—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone, Tel. Leg. 6671-2. Morris agents.

LONDON, S.E.1—Alford & Alder, Ltd., 68, Newington Causeway, Tel. Hop. 2562-4. Morris retail dealers.

LONDON, S.E.1—Spicers, Ltd., Greet St., Tel. Wat. 6395-4-5. Morris agents.

LONDON, S.E.24—George Osborne, Ltd., Herne Hill Rd., Herne Hill, Brixton 2087. Morris retail dealers.

LONDON, S.W.1—Russell Motors (Knightsbridge), Ltd., 47, Sloane St., Tel. Sloane 8288/9. Morris stocking dealers.

LONDON, S.W.3—Tankard & Smith, Ltd., 194-198, Kings Rd., Tel. Finsbury 4801-3. Morris retail dealers.

LONDON, S.W.5—Tanner Bros., Ltd., 871-5, Fulham Rd., Tel. Ren. 4404-5. Morris agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

MORRIS—Continued

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queen's Gate Place. Tel. Western 4107. Morris agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queensford Rd., Tel. Macaulay 3563-4. Morris retail dealers.

LONDON, & W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272. Retail dealers.

LONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72, West Hill, Putney 7422. Morris main agents.

LONDON, S.W.17.—Barker's Motors (London), Ltd., 205, Braham High Rd. Morris retail dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Lib. 8221. Morris dealers.

LOUTH.—G. Harries, Louth Motor Garage, Queen St. Place, Tel. 31. Morris area dealers.

MAIDBY (N. Rotherham).—R. W. Her, 29, Blyth Rd., Maidby 55. After hours Rotherham 2099. Agents.

MANCHESTER.—Fallowfields Garages, Ltd., 336, Wilmslow Rd. Tel. Rusholme 2727. Morris agents.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St., Ardwick 1345. Retail dealers.

NEWCASTLE-ON-TYNE.—A Smart (Newcastle), Ltd., College Ave. Tel. 23259. Morris retail dealer.

NORTH HAWK.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd. Finner Rd. Pk. 5260. Morris sole London distributors.

PENBROKE DOCK.—W. L. Silcox & Son, Water St. Tel. Pembroke Dock 45240. Morris agents.

SANDERSTED (Surrey).—Sandersted Court Garage, Ltd., 145, Linsip Rd. Tel. Sandersted 2251. Morris agents.

SCHOOL (Bucks).—Hortons Motors, Bath Rd. Tel. Burnham 400. Morris agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., 81, Paul's Rd. Tel. Smethwick 1159-9. Morris agents.

SOUTHEND.—Stewart & Ardern, Ltd., Morris House, Chalkwell Park, Leigh-on-Sea 78291. Morris sole London distributors.

SOUTH TOTTENHAM.—Stewart & Ardern, Ltd., Morris House, High Rd. Sta. 1234. Morris sole London distributors.

STAINES (Middle).—Dobsons Ltd., Staines Bridge. Tel. Staines 801. Morris main dealers.

STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Rd. Staines 4117. Morris sole London distributors.

STANSTED (Essex).—Mayhew's Garage, Ltd., Cambridge Rd. Tel. Stansted 2394 (3 lines). Morris authorized dealers.

STOCKBRIDGE (Hants).—E. C. Fenning & Son, Grosvenor Garage, Tel. 11. Morris retail dealers.

STOCKPORT.—O. H. Turner, The Service House, Wellington Rd., North. Tel. Stockport 4654-5. Morris main dealers.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 34, Brighton Rd. Tel. Vig. 7626. Morris sole London distributors.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-31 High St. Tel. Kingston 1193-4. Morris retail dealers.

THETFORD.—W. & G. Lambert, Ltd., Tel. 2217. Morris dealers.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. 7591-2. Morris retail dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury, Tel. Arnold 4567. Morris retail agents.

WEST WICKHAM (Kent).—West Wickham Garage, Ltd., 655, High St. Spring Park 2592. Morris dealers.

WINDSOR (Berks).—Hardings Garage, 25, St. Leonards Rd. Tel. Windsor 335. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St., Euston 5558. Sole concessionaires Nash cars.

OLDSMOBILE

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St., Gerard 9600. Oldsmobile main dealers. London and certain Home Counties.

MANCHESTER, 19.—A Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Oldsmobile agents.

OPEL

MANCHESTER, 19.—A Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Opel agents.

PACKARD

BRENTFORD (Middle).—Leonard Williams & Co., 9 (1940) Ltd., Packard Buildings, 61, West Rd., Ealing 5400. Packard concessionaires.

PEGASO

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Ren. 6642. Sole Concessionaries of Britain and the Dominions.

PEUGEOT

BELFAST (N. Ireland).—Wilson & Leeper, Ltd., 30, Bridge End, Belfast. Belfast 57954. Peugeot distributors.

CHILTERNHAM SPA.—The County Garage, Hewlett Rd., Tel. Cheltenham 4999. Peugeot distributors.

DEVONSHIRE.—Hartness Garage, Ltd., Totnes. Tel. Totnes 2247. Peugeot distributors.

PEUGEOT—Continued

FOLKESTONE.—Auto Piste, Ltd., Folkestone Harbour, Tel. Folkestone 4569. Peugeot distributors.

GLASGOW.—Armour Motor (Glasgow), Ltd., Newburgh Works, Newlands, Lanarkshire Glasgow 2720. Peugeot distributors.

GLOUCESTERSHIRE.—Allens of Bristol Berkeley Square, Bristol 8. Tel. Bristol 22514. Peugeot distributors.

LICESTERSHIRE.—Hamblins Garage, Ltd., Melton Rd., Leicester. Tel. Leicester 11501. Peugeot distributors.

LONDON, W.1.—Tom Knowles, 19, Brick St. "P. Mayfair 5555. Peugeot sole concessionaires.

NORFOLK AND SUFFOLK.—Berlet E. Taylor & Co., Ltd., Cringfield, Norwich. Eaton (Norfolk) 52. Peugeot distributors.

NOTTINGHAMSHIRE.—John S. Wooler, Ltd., Park Place, Park Rev., Nottingham. Tel. Nottingham 45095. Peugeot distributors.

YORKS & LANC.—Neston of Huddersfield, Viaduct St., Huddersfield. Tel. Huddersfield 3311. Peugeot distributors.

RENAULT

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Renault distributors.

DUNDEE.—William Devlin, 188 Perth Rd. Tel. 5666. Renault distributors.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukin Western Avenue. Acorn 3224. Renault distributors.

LONDON, S.W.7.—Offord & Sons, Ltd., 153, Gloucester Rd. Tel. Fremantle 0051. Renault distributors.

MANFIELD.—James Windsor & Son (Manfield), Ltd., Nottingham Rd. Tel. 2401-2. Renault main dealers.

SANDERSTED (Surrey).—Sandersted Court Garage, Ltd., 145, Linsip Rd. Tel. Sandersted 2251. Renault distributors.

WINCHESTER.—Autowork (Winchester), Ltd., Station Hill. Tel. 4834. Renault distributors.

RILEY

ASHFORD (Kent).—C. Hayward & Son, 20-26, New St. Tel. Ashford 334 (3 lines). Riley distributors.

BRADFORD & DISTRICT.—Eric S. Myers, Ltd., "Woody" Depots, Manningham Lane, Bradford 2591. Dealers.

BRIDGWATER.—W. F. Challice, Ltd., Cannington, Tel. Conbridge 226. Riley dealers.

BURY.—Carrs, Ltd., Motor Engineers, Knowles St. Tel. 598. Riley agents.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1830. Riley dealers.

CHILWELL (Notts).—Harries & Stokes, Attenborough Garage, Tel. Beeston 55297. Riley retail dealers.

COLAGE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 405. Riley dealers.

COLWYN BAY (N. Wales).—Rhos County Garage, Rhos-on-Sea. Colwyn Bar 4146. Riley dealers.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital Rd., London Rd. Tel. 1830. Riley dealers.

EDGWARE (Middle).—Deanbrook Garage, Hale Lane, Tel. Mill Hill 2244. Riley agents.

EDINBURGH.—The Scottish Automobile Co., 39, Lothian Rd. Tel. Edinburgh 24851. Riley distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488, 5489. Riley distributors.

LEAMINGTON SPA.—Mow's Agencies, Ltd., 7-15, High St. Tel. Leamington Spa 57. Riley distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 3, New York Rd. Tel. 30381. Riley distributors.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. (Gro. 5531. Riley official retailers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews Berkeley Square. Gro. 2565. Retail dealers.

LONDON, W.2.—S. Morris & Co., 28-31, Edgware Rd., Marble Arch. Paddington 3075-6. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukin Western Avenue. Acorn 3224. Riley retail distributors.

LONDON, W.11.—John S. Truett, Ltd., 175, Westbourne Grove. Tel. Bay. 4274. Riley retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane. Temple Bar 3598. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Riley dealers.

LONDON, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Tra. 7511. Riley distributors.

LONDON, S.W.6.—Turner Bros. Motors, Ltd., 871-5, Fulham Rd. Tel. Ren. 4494-5. Riley agents.

LONDON, S.W.15.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Lib. 8221. Riley dealers.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St., Ardwick 1343. Retail dealers.

MANCHESTER, 19.—A Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Riley agents.

MANFIELD.—James Windsor & Son (Manfield), Ltd., Nottingham Rd. Tel. 2401-2. Riley main dealers.

RILEY—Continued

NEWCASTLE-ON-TYNE.—A Smart (Newcastle), Ltd., College Avenue, Tel. 23259. Riley retail dealer.

NORTHAMPTON.—Grove, Ltd. Tel. 31682. Riley distributors.

SHREWSBURY.—Gatenbury Bros., Ltd., Colwyn Garage, Tel. Shrewsbury 6272. Riley distributors.

STAINES (Middle).—Dobson, Ltd., Staines Bridge. Tel. Staines 801. Riley main dealers.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152-3. Riley distributors.

SWINDON (Wilts).—Skurray's, Ltd., 30-32, High St., Tel. Swindon 2266-7. Riley main dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Westwrick 3154. Riley main dealers.

ROLLS-ROYCE

BIRMINGHAM.—P. J. Evans, Ltd., 51, 91, John Bright St., Midland 2911 (4 lines). Rolls-Royce special retailers.

DERBY.—Sanderson & Holmes, Ltd., London Rd. Tel. 47471. Rolls-Royce distributors.

GLASGOW, C.2.—The Clyde Automobile Co., Ltd., 100, Renfrew St. Douglas 0556-7. Rolls-Royce distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. 5488, 5489. Rolls-Royce special retailers.

Huddersfield (Yorks).—Rippon Bros., Ltd., Viaduct St., Tel. Huddersfield 7070 (10 lines). Rolls-Royce distributors.

LONDON, W.1.—Jack Barclay, Ltd., Hanover Square, Mayfair 7444, Berkeley Square, Gro. 6611. Rolls-Royce official retailers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens, Regent 7697. Rolls-Royce official retailers.

LONDON, W.1.—Jack Oding & Co., Ltd., Audley House, N. Audley St., Mayfair 5242. Rolls-Royce retailers.

LONDON, S.W.7.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Kensington 9477. Official Rolls-Royce retailers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, S. Kensington. Ren. 6642. Rolls-Royce specialists.

MANCHESTER, 19.—A Freeman, Ltd. (Grosvenor Garage), Burnage Lane, Tel. Rus. 2874-5. Rolls-Royce specialists.

NORTHAMPTON.—Grove, Limited, Tel. 31682. Rolls-Royce distributors.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 4843. Rolls-Royce distributors.

ROVER

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197-199, Hagley Rd., Edgbaston. Edgbaston 2021 (5 lines). Rover retail dealers.

BRADFORD.—Albert Farrell, Ltd., 75, Manningham Lane. Tel. 28827-8. Rover distributors.

CARDIFF.—Mormuth Motors, Ltd., 41-47, Frederick St. Tel. 52791-2. Rover distributors.

EPFOM (Surrey).—Page Motors, Ltd., High St. Tel. Epom 9891-2-3. Rover area dealers.

HALIFAX.—Hoffmanns Garage, Ltd., Huddersfield Rd. Tel. Halifax 5944 (7 lines). Rover main agents.

HARTHAM.—The North Road Garage (Great Ponton), Ltd., Great Ponton, Gt. Ponton 251-2. Rover distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488, 5489. Rover distributors.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Gro. 5551. Rover official retailers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2565. Retail dealers.

LONDON, W.1.—Philip Richards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Rover agents.

LONDON, W.C.1.—Gladwell & Kell (1952) Ltd., Ampion Street Works, 6, Cubitt St. Tel. 4461. Retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane. Temple Bar 3598. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Rover dealers.

LONDON, E.7.—R. P. Powell (Motors), Ltd., 521, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. 6642. Rover main agents.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St., Ardwick 1343. Retail dealers.

MANCHESTER, 19.—A Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Rover agents.

NEATH.—The Neath Garage Transport & Haulage Co., Ltd., Castle Garage, Tel. 190. Rover area dealer.

NORTHAMPTON.—Grove, Limited, Tel. 31682. Rover distributors.

REDITCH.—Hortons Garage (Redditch), Ltd., George St. Tel. 17. Rover area dealers.

RICKMANSWORTH (Herts).—Bridge Motors, Church St., Tel. 2385. Rover retail dealers.

RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Kuesh 1953-4. Rover distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

ROVER—Continued

ST ALBANS—W. M. Couper, Ltd., Catherine St. Tel. 4545. Rover main agents.
STAINES (Middle)—Debons, Ltd., Staines Bridge. Tel. Staines 801. Rover main dealers.
STOURBRIDGE (Worce)—Richard Taylor (Garges), Ltd., Victoria St. Tel. Stourbridge 5171. Rover main agents.
SUNDERLAND—Binns, Ltd., Union St. Tel. Sunderland 57051. Rover main dealers.
TEDDINGTON—Teddington Engineering Co., Ltd., 29-31, High St., Tel. Kingston 1185-4. Rover retail dealers.
TORQUAY—South Devon Garges, Ltd., Market St., Tel. 2225. Rover area dealers.
VIRGINIA WATER (Surrey)—Gavin Fairfax, Ltd., Tel. Westwot 5154. Rover main dealers.
YORK—City Garage Co., Blake St., Tel. 5181, 5170. Rover distributors.

LAND ROVER

GRANTHAM—The North Road Garges (Grant Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Land-Rover distributors.
LONDON, E.7-R—P. Powell (Motors), Ltd., 321, Romford Rd., Tel. Maryland 4815. Land-Rover area dealers.
MALTBURY—R. Rotherham—R. W. Hey, 29, Blyth Rd., Maltby 55, after hours Rotherham 2098. Agents.
MANCHESTER, 15—Martin Thompson & Co., Ltd., Cook Corner Garage, Upper Brook St. Ardwick 1545. Retail dealers.
NORTHAMPTON—Gosse, Ltd., Tel. 51682. Land-Rover distributors.

SINGER

BLAKENEY (Norfolk)—Pryes Garage (Blakeney), Ltd., Tel. Cley 329. Singer area dealers.
CAMBRIDGE—Turner & Hore, Ltd., Hyde Park Corner Garage, Tel. 4486. Singer distributors.
DUNDEE—William Devlin, 188, Perth Rd., Tel. 5666. Singer Distributors.
EPSON (Surrey)—H. F. Edwards & Co., Ltd., 28-30, Upper High St., Epson 9400. Singer agents.
GLOUCESTER—C. Healey & Son, Ltd., 196, Westgate St., Gloucester 2250-2492. Singer distributors.
LONDON, W.2-J—J. Davy, 160-2, Kensington High St., Tel. Western 9441. Singer main agents.
LONDON, N.W.1—Gordon Cars (London), Ltd., 575-5, Euston Rd., Tel. Euston 6611. The London Singer Distributors.
LONDON, E.1—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4285. Dealers.
LONDON, S.W.11—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, Bait. 5272. Retail dealers.
MANCHESTER, 1—Green & Zonia, Ltd., 246-252, Deansgate, Deansgate 5255 & 5256. Retail dealers.
REDCAR—Gerald Fleming, Ltd., Trunk Road Garage, Ltd., 1401-4. Singer distributors and service specialists.
REDDITCH—Hortons Garage (Redditch), Ltd., George St., Tel. 17. Singer area dealers.
SHEFFIELD, 1—G. Batty & Sons, Ltd., Ellis St. Tel. 25202-3. Singer Distributors.
SHREWSBURY—Shrewsbury Bros., Ltd., Column Garage, Tel. Shrewsbury 6272. Singer distributors.
SOUTHAMPTON—Selby Motors, Ltd., 562-4, Shirley Rd., Tel. 71004-5. Singer distributors.
STOKE-ON-TRENT—Bailey's Garage, Ltd., Leek Rd., Hanley, Tel. 2901-2. Singer distributors.
SWANSEA (Glam)—Arthur Bassett, Ltd., Greenfield St., Tel. Swansea 55152-3. Singer distributors.
YEovil (Somerset)—W. Sparrow & Sons, Ltd., Osborne Garage, Tel. Yeovil 2151-2. Singer main agents.

STANDARD

ALRESDORF (Hants)—Hanks, Ltd., 47, West St., Tel. Alresford 28. Standard retail dealers.
AMERSHAM (Bucks)—Station Garges (Amersham & Chalfont), Ltd., Tel. 870. Standard distributors.
AYLESBURY (Bucks)—Chamberlin & Sons, 15, Buckingham St., Tel. Aylesbury 371-2. Standard distributors.
AYR—McQuilton's Garage, Ltd., 18, Belford Terrace, Tel. 5059-9. Standard area dealers.
BALDOCK (Herts)—Quenby Bros., Ltd., Standard House, Tel. Baldock 32. Standard distributors.
BECKENHAM—H.N.T. Motors, Ltd., 81-83, High St., Tel. 1161-2. Standard main dealers.
BEXLEYHEATH—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. Bexleyheath 1066. Standard main agents.
BIRMINGHAM, 16—Hunts (Birmingham), Ltd., 197-199, Hagley Rd., Edgbaston, Edgbaston 2961 (3 lines), Standard retail dealers.
BIRMINGHAM—P. J. Evans, Ltd., 81, 91, John Bright St., Midland 2911 (6 lines), Standard distributors.
BLAKENEY (Norfolk)—Pryes Garage (Blakeney), Ltd., Tel. Cley 329. Standard area dealers.
BRAFORD—Albert Farnell, Ltd., 75, Manningham Lane, Tel. 28627-8. Standard distributors.
CAMBERLEY (Surrey)—Whites (Camberley), Ltd., London Rd., Tel. 1800. Standard dealers.

STANDARD—Continued

CASTLE BROMWICH (Nr. Bham)—Castle Bromwich Garage, 278, Chester Rd., Tel. 2060. Standard retail dealers.
COLNE (Lancs)—Fred Palmer & Son, Ltd., Netherby Garage, Barrowford Rd., Tel. 204. Standard retail dealers.
COLWYN BAY—Holliday's Automobile Co., Ltd., Prince's Drive, Tel. Colwyn Bay 5322. Standard distributors.
COVENTRY—P. Blamire, Queen's Road Garage, Tel. 5424. Standard dealers.
COVENTRY—S. R. Newsons & Co., Ltd., Corporation St., Tel. 5461. Standard distributors.
CREWE—Cookes Garges, 10-20, Nantwich Rd., Tel. 2011. Standard distributors.
CROYDON—Carrs Auto Sales, Ltd., Standard House, South End, Tel. Cro. 6089. Standard distributors.
CROYDON—Carr Bros. Garges, Ltd., High St., Pursey, Tel. Uplands 4811/2. Standard agents.
DARLINGTON (Co. Durham)—Lambert & Williams, Portland Garage, 1-7, Woodland Rd., Tel. 2926-9. Standard retail dealers.
DORKING (Surrey)—F. W. Mays & Co., Ltd., South St., Tel. Dorking 2284. Standard distributors.
EDWARE (Middle)—Deansbrook Garage, Hale Lane, Tel. Mill Hill 2344. Standard agents.
EDINBURGH—The Colinton Motor Garage, Proprietor, D. Waddell, M.I.M.E., 28-32, Spilshaw St., Colinton 8785. Agents.
EDINBURGH, 2—Eastern Motor Co., Ltd., 52, George St., Tel. Central 6294. Standard agents.
ENFIELD—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd., Tel. Howard 1631. Standard agents.
EPSON (Surrey)—H. F. Edwards & Co., Ltd., 28-30, Upper High St., Tel. Epson 9400. Standard agents.
EPSON (Surrey)—Page Motors, Ltd., High St., Tel. Epson 9661-2-3. Standard retail dealers.
EVERECHECH (Som)—R. Whitehead & Son, Tel. 11. Standard retail dealers.
EVESHAM (Worce)—Victor A. Morrall, The Motor House, Broadway Rd. Evesham 6062. Standard main dealer.
GAMLINGAY (Cambridgeshire)—Alec Norman, 70, Church St., Tel. Gamlingay 226. Standard retail dealers.
GATESHEAD—Central Garage (Low Fell), Ltd., Low Fell, Tel. Low Fell 76025-6-7. Standard retail distributors.
GLASGOW, C.3—Macharg, Rennie & Lindsay, Ltd., 28, Berkeley St., Douglas 6646-7-8. Standard distributor.
GRAVESEND—Spooner Motors, Ltd., The Grove, Tel. Gravesend 5256-7. Standard agents.
GREENFORD (Middle)—Roundabout Garges, Ltd., Western Ave., Tel. Waxlow 1071. Standard retail dealers.
GUILDFORD—Pitticks, Ltd., Central Garage, Tel. 5351. Standard distributor.
HAMPSTEAD N.W.5—Rowland Smith (Motors), Ltd., Hampstead High St., Tel. Ham. 6041. Standard retail dealers.
HEREFORD—County Motors (Hereford), Ltd., 56-59, King St., Tel. 2191. Standard distributors.
HILLINGDON (Middle)—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Tel. Uxbridge 412. Standard agents.
HIGH WYCOMBE—Tilsons Garage, Priory Rd., Tel. High Wycombe 323. Standard main dealers.
HITCHIN (Herts)—Olney Hill Service Station, Olney, Tel. Olney 55. Standard area dealers.
HUDDERSFIELD—A. G. Boyes & Co., Ltd., Chapel Hill, Tel. 4673. Standard distributors.
HUDDERSFIELD—Earnshaw, Manchester Rd., Tel. 1252. Standard agents.
KINGSTON VALE—X.L. Service Station, Ltd., Kingston Vale, S.W.15, Tel. Kingston 8533. Standard agents.
LEEDS, 1—H. R. Martindale, Ltd., Harrison St., Brigate, Tel. 20114-5-6. Standard retail dealers.
LEEDS, 2—John Kaye (Leeds), Ltd., 19-22, New York Rd., Tel. Leeds 29339. Standard distributors.
LEICESTER—H. A. Bowers & Co., Ltd., 64-66, Granby St., Tel. 60341-2. Standard distributors.
LIVERPOOL, 1—C. A. Britten & Co. (Liverpool), Ltd., 57-45, Renshaw St., Royal 4877. Standard distributors.
LIVERPOOL, 7—Meadows Automobiles, Ltd., 159-161, Prescott Rd., Tel. Stoneycroft 6441 (3 lines). Standard dealers.
LONDON, W.1—Berkeley Square House Garage, Ltd., Berkeley Square, Tel. Grosvenor 4343. Standard agents.
LONDON, W.1—Kevill-Davies & March, Ltd., 41-42, Hays New, Berkeley Sq., Gro. 5253. Retail dealers.
LONDON, W.1—Phillip Richards, Ltd., 4, Brick St., Tel. Grosvenor 4772. Standard agents.
LONDON, W.2—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075-6. Retail dealers.
LONDON, W.4—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick, Chiswick 9911. Agents.
LONDON, W.6—Normand, Ltd., 405, King St., Hammermith, Tel. Riverside 3665. Standard retail dealers.
LONDON, W.8-J—J. Davy, 180-2, Kensington High St., Tel. Western 9641. Standard main agents.

STANDARD—Continued

LONDON, W.11—John S. Truscott, Ltd., 175, Westbourne Grove, Tel. Bay. 4274. Standard retail dealers.
LONDON, W.C.1—Gladwell & Kell (1952), Ltd., Ampton Street Works, 8, Cubitt St. Terminus 4461. Retail dealers.
LONDON, W.C.2—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, Temple Bar 3586. Agents.
LONDON, N.W.1—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Fadd. 0091. Standard dealers.
LONDON, N.W.2—Starnes Motors, 105, Cricklewood Broadway, Tel. Gladstone 2480. Standard agents.
LONDON, N.W.3—Blue Star Garges, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead, Ham. 2255. Agents.
LONDON, N.W.4—Sanders & Co., Ltd., Parsons St., Hendon Hendon 1286. Dealers. Spares—personal service.
LONDON, N.W.9—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134-5-6. Standard retail dealers.
LONDON, N.10-J—J. Austin & Sons, Ltd., 139-155, High St., Harlow, Tel. Eng. 6256-8. Standard agents.
LONDON, N.2—Eyre, Venables & Eyre, Ltd., Fortie Green, East Finchley, Tudor 2291-2. Retail dealers.
LONDON, N.2—Motourists (London), Ltd., Great North Rd., East Finchley Station, Tudor 2381. Standard agents.
LONDON, N.8-R—R. Martin, 2-6 & 20, Highgate High St., Highgate, Mou. 3413-4. Standard retail dealer.
LONDON, N.9—Grove Garage Motors, Ltd., 322, Pore St., Tel. Tottenham 4162. Standard retail dealers.
LONDON, N.14—Palmers Green, Cannon Hill, Southgate, N.14. Palmers Green 3691. Standard area dealers.
LONDON, N.15—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, Stamford Hill 5900. Standard agents.
LONDON, N.21—Winchmore Hill Garage, Ltd., 604-8, Green Lanes, Winchmore Hill, Laburnum 5961. Main dealers.
LONDON, E.1—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4285. Dealers.
LONDON, S.E.1—Alford & Alder, Ltd., 66, Newington Causeway, Tel. Hop. 2562-4. Standard retail dealers.
LONDON, S.E.9—Well Hall Rd. Garage, Well Hall Rd., Tel. Eltham 3854 and 1446. Standard retail distributors.
LONDON, S.E.25—Seager & Co., 175, Perry Vale, Forest Hill 1936. Standard retail dealers—service.
LONDON, E.24—George Osborns, Ltd., Herne Hill Rd., Herne Hill, Brixton 2087. Standard retail dealers.
LONDON, S.W.1—Evans & O'Malley, Ltd., Loupdes St., Knightsbridge, Sloane 1555, 1709. Standard main dealers.
LONDON, S.W.1—Russell Motors (Knightsbridge), Ltd., 47, Sloane St., Tel. Sloane 9288-9. Standard working dealers.
LONDON, S.W.1—Spicers, Ltd., Greet St., Tel. Wat. 4293-4-5. Standard agents.
LONDON, S.W.4—A. Owen, 72, Park Hill, Clapham, Tulse Hill 6297. Standard retail dealers.
LONDON, S.W.4—South Side Motors, 53, Clapham Common South Side, Macaulay 5495. Standard main dealers.
LONDON, S.W.5—Golly's Garage, Ltd., 11a, Earls Court Rd., Tel. Froisher 0063. Standard dealers.
LONDON, S.W.7—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington, Ken. 2477-8. Standard agents.
LONDON, S.W.9—Wilson's Automobiles & Coach Works, Ltd., Trinity Gdns, Brixton 4011. Standard agents.
LONDON, S.W.11—Harmar Garges, Ltd., 39, Chatham Rd., Tel. Battersea 7944. Standard main agents.
LONDON, S.W.11—Naylor & Root, Ltd., 25, East Hill, Clapham Junction Bait. 5272. Retail dealers.
LONDON, S.W.11—Red Ric's Automobiles, 58, Battersea Bridge Rd., Tel. Battersea 6171. Standard dealer.
LONDON, S.W.12—Trinity Cars, Ltd., 94, North Side, Tel. Vandyke 1166. Standard retail dealer.
LONDON, S.W.19-L—F. Dove, Ltd., 33-37, Russell Rd., Wimbledon, Tel. Lither 3456. Standard main dealers.
LOUGHBOROUGH (Leics)—Arthur Princes Garges, Ltd., Swan St., Tel. 3244-5. Standard area dealers.
MANCHESTER, 1—County Garage, Sackville St., Tel. Central 9011-2 and Ard. 2962. Standard agents.
MANCHESTER, 19—Kinseyway Garage (Manchester), Ltd., Kingsway, Tel. Heaton Moor 4295/6-7. Standard agents.
MANCHESTER—Premier Garage (Droyldon), Ltd., Droyldon, Tel. Dro. 1539. Standard area dealers.
NEATH—The Neath Garage Transport & Haulage Co., Ltd., Castle Garage, 160. Standard area dealers.
NORTHAMPTON—The Douglas Garage, Ltd., 46, 50, Sheep St., Tel. 3391/2. Standard distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

STANDARD—Continued

READING—Julian of Reading Ltd., 27, King's Rd. Tel. 2494-5. Standard distributors.

REDDITCH—Horton Garage (Redditch), Ltd., George St. Tel. 17. Standard area dealers.

ROMSEY (Hants)—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. 3185, 3186, 3187. Standard agents.

RUISLIP (Middlex)—J. R. Inwards Ltd., Automobile Distributors, High St., Tel. 3053/4-5. Standard dealers.

SMETHWICK—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1130/9. Standard agents.

ST. AUUSTELL (Cornwall)—J. A. Johns & Sons, Ranelagh Garage St. Austell 109. Standard agents.

STAINES—Staines Motors, Ltd., 162/4, Kingston Rd. Tel. Staines 545. Standard main agents.

STERLING—Wm. Kinross & Sons, 37, Port St. Tel. 329. Standard retail dealers.

STOCKPORT—Hollingsdale Automobile Co., Ltd., Town Hall Sq., Tel. Stockport 4464. Standard distributors.

SUNDERLAND—Dunn's Garages (Sunderland), Ltd., Wheatheaf Corner, Tel. 57666. Standard distributors.

SUNDERLAND—R. & J. Smith, Pallion Rd., Tel. 3503. Standard dealers.

TEDDINGTON—Teddington Engineering Co., Ltd., 29-31, High St., Tel. Kingston 1193/4. Standard retail dealers.

TRETFORD—W. & O. Lambert, Ltd., Tel. 2217. Standard main dealers.

TORQUAY—South Devon Garages, Ltd., Market St., Tel. 2221. Standard distributors.

TUNBRIDGE WELLS—O. Stevenson (Kent & Sussex Garages), Ltd., 12, London Rd., Tun. Wells 1423. Distributors.

TUNBRIDGE WELLS—Ward's Service Garage, Ltd., 519-523, St. John's Rd., Southborough 1000 (3 lines). Retail dealers.

VIRGINIA WATER (Surrey)—Gavin Fairfax, Ltd., Tel. Wentworth 3154. Standard main dealers.

WEMBLEY—James Green Motors, 28-30, Watford Rd., Sudbury, Tel. Arnold 4567. Standard retail agents.

WEST BROMWICH (Staffs)—Geo. H. Kendrick, Ltd., Beacon Garage, 20, Carters Green, Wes. 0775 9 (4 lines). Retail dealers.

WHITCHURCH (Cheshire)—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. 195. Standard area dealers.

SUNBEAM-TALBOT

ABERGAVENNY (Mon.)—The Abergavenny Motor Co. (1219), Ltd., Monmouth Rd. 540 541. Sunbeam-Talbot main dealers.

AMERSHAM (Bucks)—G. Marshall & Sons, Ltd., Woodside Rd., Amersham 514. Sunbeam-Talbot retail dealers.

BARNET—Hadley Green Garage, Ltd., Tel. Barnet 0910-0352-5568. Sunbeam-Talbot main dealers.

BEXLEYHEATH (Kent)—Broadway Motors (J. D. Vergie, Ltd.), 16-18, Broadway, Bexleyheath 351/2. Sunbeam-Talbot main agents.

BLACKPOOL—Kirby, Ltd., Tel. Blackpool 23465. Sunbeam-Talbot distributors.

BRISTOL 1.—The Cathedral Garage, Ltd., College Green, Bristol 20031 (10 lines). Sunbeam-Talbot distributors.

BROMLEY—Tudor Garage (Tudor Auto Services, Ltd.), Bromley Common Hurstway 1262. Sunbeam-Talbot main dealers.

BURTON-ON-TRENT—W. T. Blackshaw & Co., Ltd., 9, Curzon Street Garage, 2355. Sunbeam-Talbot main dealers.

BURY (Lancs)—P. & E. Finney, Ltd. 82-86, Bolton St., Tel. Bury 5203. Sunbeam-Talbot retail dealers.

BUXTON—G. W. Hodgkinson & Sons, 9, Scarisale Place, Tel. Buxton 56. Sunbeam-Talbot main dealers.

CHELTHAM (Glouc)—Eldons Automobiles, Ltd., 16-28, Bath Rd., Tel. Cheltenham 5895-6. Sunbeam-Talbot distributors.

COVENTRY—Martin's Garage, London Rd. Tel. Toll Bar 3169. Sunbeam-Talbot retail dealers.

CROYDON—Manton Motors, Ltd., 23/27, 37/39, Shirley Rd., Addiscombe 6051/4. Sunbeam-Talbot main dealers.

CROYDON—Smith Auto Co., Ltd., 145, London Rd., Croydon 4600-4632. Sunbeam-Talbot main dealers.

EDINBURGH 11.—H. C. Hutchison, Ardmillan Motor Works, Tel. 61137. Sunbeam-Talbot distributors.

EDINBURGH—James Ross & Sons (M.), Ltd., Lochrin, Tel. Fua. 1555. Sunbeam-Talbot dealers.

EPFOM (Surrey)—H. F. Edwards & Co., Ltd., 22-30, Upper High St., Epom 9400. Sunbeam-Talbot agents.

EVESHAM (Kent)—North End Machinery & Motor Services, Ltd., North End Rd. Ertch 3000. Sunbeam-Talbot agents.

EVESHAM (Worce)—Victor A. Morrall, The Motor House, Broadway Rd., Evesham 6062. Sunbeam-Talbot main dealers.

GLASGOW S.E.—James R. Rollison, Ltd., 400, Gallowsate, Tel. Bridgeton 3868. Sunbeam-Talbot retail dealers.

SUNBEAM-TALBOT—Continued

GLOUCESTER—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 2481. (3 lines). Sunbeam-Talbot distributors.

HARROW (Middlex)—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wor. 5656. Retail dealers.

HATFIELD (Herts)—W. Waters & Sons, Ltd., Barnet-by-Pass, Hatfield 2711. Sunbeam-Talbot distributors.

HAYFORDWEST—James Parry, County Motors, Dev St., Tel. 122. Sunbeam-Talbot retail dealers.

HERTFORD—W. Waters & Sons, Ltd., North Rd., Tel. Hertford 5044. Sunbeam-Talbot distributors.

ILFRACOMBE (Devon)—Hanvock (Motors), Ltd., Broad St., Tel. Ilfracombe 162-3. Sunbeam-Talbot area dealers.

KINETON (Warwicks)—Kineton Garage, Ltd., Warwick Rd., Tel. Kineton 312. Sunbeam-Talbot main agents.

KINGSWOOD—Warren Motors & Kingswood Hire Service, Ltd., Station Approach, Burth 4855. Sunbeam-Talbot distributors.

LIVERPOOL—Kirby, Ltd., Tel. Royal 3567. Sunbeam-Talbot distributors.

LONDON N.W.5.—White Bear Garage, 15, Heath St., Hamstead, Hampstead 5273. Sunbeam-Talbot main agents.

LONDON N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham, Tel. Tottenham 811/3. Sunbeam-Talbot main dealers.

LONDON E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4285. Sunbeam-Talbot distributors.

LONDON E.4.—Helmars Motors (Chingford), Ltd., Hall Lane, Silverthorn 1620-1. Main dealers. Spares, service.

LONDON E.8.E.13.—Carris Motors, Ltd., Lewisham Bridge, Lee Green 5555 (3 lines). Sunbeam-Talbot retail dealers.

LONDON S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham, Tel. 512-4. Sunbeam-Talbot dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd., South Kensington, Ken. 2469. Retail dealers.

LONDON S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington, Ken. 6642. Main agents.

LONG ATON—Lindley's Garage, Ltd., Tamworth Rd., Tel. 459. Sunbeam-Talbot main dealers.

MANCHESTER 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St., Ardwick 1343. Retail dealers.

OXFORD—Laytons of Oxford (Motors), Ltd., New Rd., Tel. Oxford 3561. Sunbeam-Talbot Distributors.

PLYMOUTH—M. Thomas (Motors), Ltd., 58-64, Embankment Rd., Tel. Plymouth 5005 5. Sunbeam-Talbot main dealers.

ROMSEY (Hants)—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. 3185, 3186, 3187. Sunbeam-Talbot agents.

SALOP—James Garages, Ltd., Church Streeton, Church Streeton 27 and 304. Sunbeam-Talbot main agents.

SHEFFIELD 11.—E. H. Pickford & Co., Ltd., Crescent Works, Ecclesall Rd. 62444 (4 lines). Sunbeam-Talbot distributors.

SHIPSTON-ON-STOUE—V. W. Davies & Son, Ltd., Church St., Tel. 3. Sunbeam-Talbot dealers.

SOUTHPORT—Kirby, Ltd., Tel. Southport 4158. Sunbeam-Talbot distributors.

SOUTHEASE (Hants)—E.M.A., Ltd., Tudor House, Grove Rd. South, Tel. Portsmouth 2168. Sunbeam-Talbot distributors.

SUTTON (Surrey)—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Viant 1121/4. Main dealers.

TAINTON (Somerset)—Dunn's Motors, Ltd., 45-45, East St., Tel. Taunton 2607/8-9. Sunbeam-Talbot distributors.

TUNBRIDGE WELLS (Kent)—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494. Sunbeam-Talbot distributors.

WALSALL—Abbotts Garages (Walsall), Ltd., Holly Lodge Lane, Tel. Walsall 2906. Sunbeam-Talbot main dealers.

WEST BROMWICH—J. Sharratt & Sons, Ltd., Tower Garage, Carters Green, West Bromwich 0352. Main agents.

WETHERBY—Sandcock Motors, Ltd., Automobile Engineers & Agents, Deighton Rd. 123. Sunbeam-Talbot main agents.

WIGAN—S. & S. Motors (Wigan), Ltd., Central Garage, Grafton St., Tel. 2281/2. Sunbeam-Talbot retail dealers.

WIMBORNE S.W.19.—The Modern Service Garage (Modern Service (Wim.) Ltd.), High St., 5155 (3 lines). Main distributing dealers.

WOKING (Surrey)—L. F. Dove, Ltd., White Rose Lane, Tel. Woking 1252. Sunbeam-Talbot main dealers.

TRIUMPH

ALRESFORD (Hants)—Hankins's, Ltd., 47, West St., Tel. Alresford 28. Triumph retail dealers.

AMERSHAM (Bucks)—Station Garage (Amersham & Chalfont) Ltd., Tel. 679. Triumph distributors.

AVESBURY (Dorset)—Chamberlain & Sons, 15, Buckingham St., Tel. Aylesbury 371-2. Triumph distributors.

TRIUMPH—Continued

AYR—McQuiston's Garage, Ltd., 18, Beccroft car race Tel. 5058-9. Triumph area dealers.

BALDOCK (Herts)—Quorby Bros., Ltd., Standard House, Tel. Baldock 52. Triumph distributors.

BEXLEYHEATH—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Tel. Bexleyheath 1046. Triumph main agents.

BIRMINGHAM—P. J. Evans, Ltd., 81-81, John Bright St., Tel. Midland 2911 (6 lines). Triumph distributors.

BIRMINGHAM 16.—Hums (Birmingham), Ltd., 197-199, Halsey Rd., Edgbaston, Edgbaston 2921 (3 lines). Triumph retail dealers.

BLAKENEY (Norfolk)—Pyes Garage (Blakeney), Ltd., Tel. Cley 523. Triumph area dealers.

BRADFORD—Albert Parry, Ltd., 75, Manningham Lane, Tel. 28627-8. Triumph distributors.

CAMBERLEY (Surrey)—Whites (Camberley), Ltd., London Rd., Tel. 1800. Triumph dealers.

COLNE (Lancs)—Fred Fairer & Son, Ltd., Netherby Garage, Harrogate Rd. Tel. 204. Triumph retail dealers.

COLWYN BAY—Hollingsdale Automobile Co., Ltd., Prince's Drive, Tel. Colwyn Bay 3522. Triumph distributors.

COVENTRY—P. Blamire, Queens Rd. Garage, Tel. 5424. Triumph dealers.

COVENTRY—S. H. Newcome & Co., Ltd., Corporation St., Tel. 2061. Triumph distributors.

CREWE—Cookes Garages, 10-20, Nantwich Rd., Tel. 2011. Triumph distributors.

CROYDON—Carrs Auto Sales, Ltd., Standard House, South End, Tel. Cro. 6008. Triumph distributors.

CROYDON—Carr Bros. Garages, Ltd., High St., Pursey, Tel. Updown 4811-3. Triumph agents.

DARLINGTON (Co. Durham)—Lambert & Williamson, Portland Garage, 1-7, Woodland Rd. 2928-9. Triumph retail dealers.

DORKING (Surrey)—F. W. Mays & Co., Ltd., South St., Tel. Dorking 2344. Triumph distributors.

EDOWARE (Middlex)—Densbrook Garage, Hale Lane, Tel. Mill Hill 2244. Triumph agents.

EDINBURGH 15.—The Colinton Motor Garage, Procter Rd., Waddell M.M.L., 28-32, Spynie St., Colinton, 8785. Agents.

ENFIELD—D. J. Shepherd & Co., Ltd., 454-8, Hertford Rd., Tel. Howard 1631. Triumph agents.

EPFOM (Surrey)—H. F. Edwards & Co., Ltd., 28-30, Upper High St., Epom 9400. Triumph agents.

EVESHAM (Worce)—Victor A. Morrall, The Motor House, Broadway Rd., Evesham 6062. Triumph main dealer.

GAMINGAY (Cambridgeshire)—Alec Norman, 70, Church St., Tel. Gamlingay 228. Triumph retail dealers.

GLASGOW C.3.—Marbury, Rennie & Lindsay, Ltd., 28, Berkeley St., Douglas 9646-7/8. Triumph distributors.

GUILDFORD—Fytkids, Ltd., Central Garage, Tel. 5591. Triumph distributors.

HAMPSTEAD N.W.5.—Rowland Smith (Motors), Ltd., Hampstead High St., Tel. Ham. 6041. Triumph retail dealers.

HAREFORD—County Motors (Hereford), Ltd., 56-59, Eign St., Tel. 2191. Triumph distributors.

HIGH WYCOMBE—Tilkins Garage, Priory Rd. Tel. High Wycombe 323. Triumph main dealers.

HILLINGDON (Middlex)—Hillingdon Motors, Ltd., 125-7, Long Lane, Western Ave., Tel. Uxbridge 412. Triumph agents.

HITCHIN (Herts)—Ollier Hill Service Station, Ollier, Tel. Olney 55. Triumph area dealers.

HUDDERSFIELD—A. G. Boyes & Co., Ltd., Chapel Hill, Tel. 6673. Triumph distributors.

KINGSTON VALE—T.L. Service Station, Ltd., Kingston Vale S.W.15, Tel. 8335. Triumph agents.

LEEDS 1.—H. R. Martindale, Ltd., Harrogate, 81, Brizkate, Tel. 2014/5-6. Triumph retail dealers.

LEEDS 2.—John Kaye (Leeds), Ltd., 18-22, New York Rd., Tel. Leeds 29459. Triumph distributors.

LEICESTER—H. A. Hewitt & Co., Ltd., 64-66, Granby St., Tel. 60241-2. Triumph distributors.

LIVERPOOL 1.—C. A. Britten & Co. (Liverpool), Ltd., 37-45, Renshaw St. Royal 4077. Triumph distributors.

LIVERPOOL 7.—Meadows Automobiles, Ltd., 150-161, Prescot Rd., Tel. Stimercroft 6441 (3 lines). Triumph dealers.

LONDON W.1.—Berkeley Square House Garage, Ltd., Berkeley Sq., Tel. Grosvenor 4343. Triumph agents.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 2073-6. Retail dealers.

LONDON W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Triumph agents.

LONDON W.8.—J. Davy, 180-2, Kensington High St., Tel. Western 9641. Triumph main agents.

LONDON W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Tel. Bay. 4274. Triumph retail dealers.

LONDON W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, Temple Bar 3560. Agents.

LONDON N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Padd. 0091. Triumph dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

TRIUMPH—Continued

LONDON, N.W.3.—Starnes Motors, 105, Cricklewood Broadway, Tel. Gladstone 2450. Triumph agents.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead, Ham. 2255. Agents.

LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon, Hendon 1280. Dealers. Spares—personal Service.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134/5/6. Retail dealers.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley, Tudor 2591/2. Retail dealers.

LONDON, N.2.—Motorists (London), Ltd., Great North Rd., East Finchley Station, Tudor 2501. Triumph agents.

LONDON, N.6.—R. Martin, 2/8 & 20, Highgate High St., Highgate, Mou. 5413/4. Retail dealer.

LONDON, N.9.—Grove Garage Motors, Ltd., 322, Fore St., Tottenham 4162. Triumph retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, Stamford Hill 8000. Triumph agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804/8, Green Lanes, Winchmore Hill, Laburnum 5961. Main dealers.

LONDON, S.E.1.—Aiford & Alder, Ltd., 68, Newington Causeway, Tel. Hon. 2562/4. Triumph retail dealers.

LONDON, S.E.1.—Spicers, Ltd., Greet St., Tel. Wat. 6595/4-5. Triumph agents.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Herne Hill, Brixton 2087. Triumph retail dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St., Tel. Sloane 9298/9. Triumph stocking dealers.

LONDON, S.W.4.—South Side Motors, 53, Clapham Common South Side, Macclesfield 5495. Triumph main dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., S. Kensington, Ken. 2477-8. Agents.

LONDON, S.W.7.—Oxford & Sons, Ltd., 154, Gloucester Rd., Tel. Fremantle 0051. Triumph retail dealers.

LONDON, S.W.11.—Navoy & Root, Ltd., 25, East Hill, Clapham Junction, Bat. 5272. Retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Tel. Vandyke 1166. Triumph retail dealer.

LONDON, S.W.19.—L. F. Dove, Ltd., 55-57, Russell Rd., Wimbledon, Tel. Liberty 3456. Triumph main dealers.

LOUGHBOROUGH (Leics).—Arthur Princes Garages, Ltd., Swan St., Tel. 5244-5. Triumph area dealers.

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NORTHAMPTON.—The Douglas Garage, Ltd., 46/50, Sheep St., Tel. 3391/2. Triumph distributors.

READING.—Julians of Reading, Ltd., 27, King's Rd., Tel. 2494-5. Triumph distributors.

REDDITCH.—Hortons Garage (Redditch), Ltd., George St., Tel. 17. Triumph area dealers.

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ST. AUGUSTINE (Cornwall).—J. A. Johns & Sons, Rameleigh Garage, St. Austell 109. Triumph agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1158/9. Triumph agents.

STAINES.—Staines Motors, Ltd., 162-4 Kingston Rd., Tel. Staines 545. Triumph main agents.

STOCKPORT.—Hollingshead Automobile Co., Ltd., Town Hall Square, Tel. Stockport 4464. Triumph distributors.

SUNDERLAND.—Dunn's Garages (Sunderland), Ltd., Wheatheaf Corner, Tel. 57666. Triumph distributors.

SUNDERLAND.—R. & J. Smith, Pallion Rd., Tel. 3503. Triumph dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-31, High St., Tel. Kingston 1193/4. Triumph retail dealers.

TORQUAY.—South Devon Garages, Ltd., Market St., Tel. 2223. Triumph distributors.

TUNBRIDGE WELLS.—O. Stevenson (Kent & Sussex Garages), Ltd., 12 London Rd., Tun. Wells 1425. Distributors.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 510-525, St. John's Rd., Southborough 1000 (3 lines). Retail dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Tel. Wentworth 5154. Triumph main dealers.

WEST BROMWICH (Staffs).—Geo. H. Kendrick, Ltd., Bescon Garage, 20, Carters Green West, 677/9 (2 lines). Retail dealers.

WHITCHURCH (Shropshire).—J. A. Matthews, Motoral, Ltd., Bridgewater Garage, Tel. 195. Triumph area dealers.

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CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd., Tel. 1500. Vauxhall dealers.

CHESTER.—The Chester Engineering Co., Ltd., City Rd., Tel. Chester 25477. Vauxhall distributors.

COVENTRY.—W. Brandish & Sons, Ltd., White Friars St., Tel. 5561. Vauxhall distributors.

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HILLINGDON (Middle).—Hillingdon Motors, Ltd., 325/7, Long Lane, Western Avenue, Tel. Uxbridge 412. Vauxhall agents.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescott Rd., Tel. Stoneycroft 6441 (3 lines). Vauxhall dealers.

LONDON, W.1.—Oxford & Sons, Ltd., 67, George St., Portman Square, Welbeck 6899. Vauxhall agents.

LONDON, N.W.8.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead 2255. Agents.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout, Tel. Primrose 0141. Vauxhall main dealers.

LONDON, N.W.9.—Spurline Motor Bodies, Ltd., The Hyde, Hendon, Colindale 7171 (10 lines). Vauxhall main dealers.

LONDON, S.W.4.—A. Owen, 72, Park Hill, Clapham, Tel. Hill 6297. Vauxhall retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earle Court Rd., Tel. Froisher 0063. Vauxhall dealers.

LONDON, S.W.9.—Keith & Boyle (London), Ltd., Terminal House, 80, Clapham Rd., Reliance 4211. Distributors.

LONDON, S.W.11.—Navoy & Root, Ltd., 25, East Hill, Clapham Junction, Bat. 5272. Retail dealers.

LONDON, S.W.15.—Dixon's Garages, 154, West Hill, Tel. Put. 0396-5775. Vauxhall dealer.

LONDON, S.W.17.—O.N. Ltd., 278, Balham High Rd., Tel. Balham 1033 (7 lines). Vauxhall main dealers.

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RICKMANSWORTH, Herts.—Bridges Motors, Church St., Tel. 2262. Vauxhall retail dealers.

RUGBY.—Sam Robbins, Ltd., Bilton Rd., Tel. Rugby 2063/4. Vauxhall distributors.

ST. ALBANS.—Mariboro Motors (St. Albans), Ltd., London Rd., Tel. 1590-1. Vauxhall agents.

SURREY.—Kingston Hill Motor Works, Ltd., Kingston 9 Hill, Tel. Kingston 3116/9. Vauxhall main dealers.

SWINDON, Wilts.—Skurrys, Ltd., 30/32, High St., Tel. Swindon 2266/7. Vauxhall main dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-31, High St., Tel. Kingston 1193/4. Vauxhall retail dealers.

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WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. 195. Vauxhall area dealers.

WOKING, Surrey.—L. F. Dove, Ltd., Guildford Rd., Tel. Woking 1262. Vauxhall main dealers.

WILLYS-OVERLAND

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St., Mayfair 5242. Distributors—United Kingdom.

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ASHFORD, Kent.—C. Hayward & Son, 20-46, New St., Tel. Ashford 324 (6 lines). Wolseley agents.

ASHFORD, Middx.—Herd's Garage and Engineering retail dealers.

ASHFORD, N.1.—Kingston R3, Tel. 2084-3908. Wolseley retail dealers.

BEDFORD.—George Laneley, Ltd., Morris House, 13, Bromham Rd., Tel. Bedford 66221. Wolseley distributors.

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IDLEY.—Whittingham & Co., Ltd., The Broadway Garage, Tel. 2486. Wolseley main dealers.

EDINBURGH.—J. M. Sloan & Co., Ltd., Beiford Rd., Tel. Cen. 4664. Wolseley distributors.

ENFIELD.—D. J. Shepherd & Co., Ltd., 454-8, Hertford Rd., Tel. Howard 1631. Wolseley agents.

GATESHEAD.—Central Garages (Low Fell), Ltd., Low Fell, Tel. Low Fell 76025/6/7. Wolseley retail dealers.

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LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St., Tel. Mayfair 5951 (5 lines). Wolseley distributors.

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LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Padd. 0281. Wolseley dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead, Ham. 2255. Agents.

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LONDON, S.W.9.—R. C. Winbush, Ltd., 512, Earle Court Rd., Tel. Fremantle 9401/2. Wolseley retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., S. Kensington, Ken. 2477-8. Wolseley agents.

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59/61 Brand new 6-volt batteries, written guarantee 12 months, 12 volt £5.10.—William's, 12, Ballian Hill, S.W.12. Batteries 2230-3789. 10058/R

BATTERIES—New, fully guaranteed 6-volt 60-amp 60/-; 12-volt 60-amp 120/-; carriage extra, complete coils, 144s free—Young's, 52, Tooting Bec Rd., S.W.17, Barchm 721. 10573/R

BATTERIES, CHARGERS, ETC.

BATTERIES, dry, unused and charged, built to highest possible lead-acid specification.
12-volt full 75 a.h., 19-plate, heavy duty, separate cells assembled in hardwood cases, weight 78lb, £7/17/6, delivery 9/6.
6-volt 120/125 a.h., heavy duty, genuine hard rubber construction, cells in hardwood cases, 19-plate, weight 49lb; £6/17, delivery 9/6.
6-volt 90 a.h., suitable for cars, lorries and tractors, in post-traction, genuine hard rubber cases, also suitable for lighting, etc., 15-plate, weight 34lb; £5/17/6, delivery 9/6.
TRUDINGTON ENGINEERING CO., Ltd., 29-31, High St., Tooting, Middx. Kin. 1195-4. 10588/R

PARTS AND ACCESSORIES, REPAIRERS, ETC.

BATTERIES, CHARGERS, ETC.

CAR battery chargers, 210-240V a.c., 6 and 12V 15/20 amps 42.6V at 2 and 5 amps 57.6V, fluorescent glow ballast unit less 50 lbs. 37/6—Malden Transformer Supplies, 200, Cambridge Rd., Kingston-on-Thames. (1225)

BATTERIES: Part exchange your old battery for new or rebuilt unit charged ready for use; guaranteed one year, immediate exchange service; no waiting; batteries fitted, tested, properly charged and repaired; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited—Speedwell 53, Martine St., Shepherd's Bush, W.12, S.W. 6224; also behind 96, Upper Wickham Lane, Welling Kent. Tel. Woolwich 4596. Early closing Wednesday. (1225)

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BRAKE cables. (1272)

BRITAIN'S most comprehensive service; any make supplied from stock, genuine Bowden materials. (1272)

THOS. RICHFIELD & SONS, Ltd., 6, Broadstone Place, London, W.1, Wel. 0402 (5 lines). Est. 1938. (1069/R)

SPARKS for Girling and Bendix, the largest stock main distributors—John A. Sparks & Co., Stratford Hill, S.W.2. (1020/R)

YOUNG life depends on your brakes; we will fit new cables to your old ends; send old brakes, we will return refitted and tested within 12 hours. (1020/R)

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24/8—set! Complete sets of brake linings, 4 wheels, 14 in., Balham Hill, S.W.12. All types stocked—Wilham's, 14 in., Balham Hill, S.W.12. Batteries 5250-5700, 0513/R. (1020/R)

BRAKE cables reconditioned as new, trade enquiries invited, send damaged and worn cables for quotations—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke Grove, 10014/R. (1020/R)

BRAKES—The most comprehensive stock of cables, replacement shoes and spares in the North for private and commercial vehicles fitted with the famous Girling, Bendix and Cordery systems; also cables for American and Continental cars; 46-hour service; aluminium brake shoes for 10 to 16 cars; Girling Motor and Eng. Co., Ltd., 4, Otley Rd., Leeds, 6, Tel. Leeds 52627-R. (1020/R)

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CAMSHAFTS scientifically rebuilt and reground to original or special profile—Leonard Reece, Carshalton, Wallington 3646. (1278)

CAMSHAFTS, worn or damaged cams built up and reground to original profile and lift—Moore & Ellis (London), 1946, Ltd., 87, Scoresby St., London, S.E.1. Wat. 7261. (1020/R)

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G L ZENITH carburetors. (1020/R)

STROMBERG carburetors. (1020/R)

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbek 6628 (5 lines). (1020/R)

SU carburetors and pressure pumps. (1020/R)

SERVICE tuning repairs. (1020/R)

SOLE distributors. (1020/R)

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.5, Shepherds Bush 5361 (4 lines). It will be appreciated if you will place for an appointment. (1065/R)

COX-ATMOS economiser ensures more mpg and reduced engine wear—Cox Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. (1094/R)

SU—Official Service Dept.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service—Pallards 1122. (1020/R)

JOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). (1020/R)

BARKERS MOTORS (LONDON), Ltd., Ltd., Balham Hill, S.W.12, authorised main S.U. stockists and fitting station—209, Balham High Rd., S.W.17. (1025/R)

ZENITH replacement carburetors and spares, official Zenith service station—Milestone's Service Garage, Ltd., 308 Frith Rd., Bexleyheath, Erith 2469, 0572/R. (1020/R)

ZENITH and Solex new and replacement units, trade enquiries—John A. Sparks & Co., main distributors, Stratford Hill, S.W.2. (1020/R)

VOKES distribution retailers increase your mileage per gallon, save money—Vokes Carburetors, Ltd., Oxford House, Thames Ditton, Surrey, Esherbrook 2323-2324. (1075/R)

SOLEX S.U. Zenith carburetors—Young's Garage, 16, Lonsdale Rd., Kilburn, N.W.6, Mal. 1569, New and replacement Solex units, Latest Bi-starter Solex equipment available from stock to replace R.A.G. S.U. engine repairs, overhauls, tuning. (1020/R)

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REFLECTORS resilvered (1/3 per in. diameter, post paid), 24 hours' service, chromium, cadmium—Glenchester Plating Co., Ltd., Gloucester. (1997/R)

CHROMIUM PLATING

REFLECTORS resilvered, 5/6 each, including post; returned on same day as received, guaranteed; send cash—R. & Packer, Lion Place, Clifton, Bristol. (1259)

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REPAIRED without distortion by electrodeposition at 60° Fahr; no dismantling except for internal fractures; tensile strength greater than original; guaranteed, precision surface grinding—Bernardsey, 146, Plateau Rd., 4a, Little St., S.E.16, Bermondsey. (1020/R)

CYLINDER GRINDING, ETC.

THE TECHNICAL REPAIR, precision cylinder boring and sleeve, complete engine overhaul. (1020/R)

THE TECHNICAL REPAIR, precision cylinder boring and sleeve, complete engine overhaul. (1020/R)

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675hp, 680hp, 685hp, 690hp, 695hp, 700hp, 705hp, 710hp, 715hp, 720hp, 725hp, 730hp, 735hp, 740hp, 745hp, 750hp, 755hp, 760hp, 765hp, 770hp, 775hp, 780hp, 785hp, 790hp, 795hp, 800hp, 805hp, 810hp, 815hp, 820hp, 825hp, 830hp, 835hp, 840hp, 845hp, 850hp, 855hp, 860hp, 865hp, 870hp, 875hp, 880hp, 885hp, 890hp, 895hp, 900hp, 905hp, 910hp, 915hp, 920hp, 925hp, 930hp, 935hp, 940hp, 945hp, 950hp, 955hp, 960hp, 965hp, 970hp, 975hp, 980hp, 985hp, 990hp, 995hp, 1000hp, 1005hp, 1010hp, 1015hp, 1020hp, 1025hp, 1030hp, 1035hp, 1040hp, 1045hp, 1050hp, 1055hp, 1060hp, 1065hp, 1070hp, 1075hp, 1080hp, 1085hp, 1090hp, 1095hp, 1100hp, 1105hp, 1110hp, 1115hp, 1120hp, 1125hp, 1130hp, 1135hp, 1140hp, 1145hp, 1150hp, 1155hp, 1160hp, 1165hp, 1170hp, 1175hp, 1180hp, 1185hp, 1190hp, 1195hp, 1200hp, 1205hp, 1210hp, 1215hp, 1220hp, 1225hp, 1230hp, 1235hp, 1240hp, 1245hp, 1250hp, 1255hp, 1260hp, 1265hp, 1270hp, 1275hp, 1280hp, 1285hp, 1290hp, 1295hp, 1300hp, 1305hp, 1310hp, 1315hp, 1320hp, 1325hp, 1330hp, 1335hp, 1340hp, 1345hp, 1350hp, 1355hp, 1360hp, 1365hp, 1370hp, 1375hp, 1380hp, 1385hp, 1390hp, 1395hp, 1400hp, 1405hp, 1410hp, 1415hp, 1420hp, 1425hp, 1430hp, 1435hp, 1440hp, 1445hp, 1450hp, 1455hp, 1460hp, 1465hp, 1470hp, 1475hp, 1480hp, 1485hp, 1490hp, 1495hp, 1500hp, 1505hp, 1510hp, 1515hp, 1520hp, 1525hp, 1530hp, 1535hp, 1540hp, 1545hp, 1550hp, 1555hp, 1560hp, 1565hp, 1570hp, 1575hp, 1580hp, 1585hp, 1590hp, 1595hp, 1600hp, 1605hp, 1610hp, 1615hp, 1620hp, 1625hp, 1630hp, 1635hp, 1640hp, 1645hp, 1650hp, 1655hp, 1660hp, 1665hp, 1670hp, 1675hp, 1680hp, 1685hp, 1690hp, 1695hp, 1700hp, 1705hp, 1710hp, 1715hp, 1720hp, 1725hp, 1730hp, 1735hp, 1740hp, 1745hp, 1750hp, 1755hp, 1760hp, 1765hp, 1770hp, 1775hp, 1780hp, 1785hp, 1790hp, 1795hp, 1800hp, 1805hp, 1810hp, 1815hp, 1820hp, 1825hp, 1830hp, 1835hp, 1840hp, 1845hp, 1850hp, 1855hp, 1860hp, 1865hp, 1870hp, 1875hp, 1880hp, 1885hp, 1890hp, 1895hp, 1900hp, 1905hp, 1910hp, 1915hp, 1920hp, 1925hp, 1930hp, 1935hp, 1940hp, 1945hp, 1950hp, 1955hp, 1960hp, 1965hp, 1970hp, 1975hp, 1980hp, 1985hp, 1990hp, 1995hp, 2000hp, 2005hp, 2010hp, 2015hp, 2020hp, 2025hp, 2030hp, 2035hp, 2040hp, 2045hp, 2050hp, 2055hp, 2060hp, 2065hp, 2070hp, 2075hp, 2080hp, 2085hp, 2090hp, 2095hp, 2100hp, 2105hp, 2110hp, 2115hp, 2120hp, 2125hp, 2130hp, 2135hp, 2140hp, 2145hp, 2150hp, 2155hp, 2160hp, 2165hp, 2170hp, 2175hp, 2180hp, 2185hp, 2190hp, 2195hp, 2200hp, 2205hp, 2210hp, 2215hp, 2220hp, 2225hp, 2230hp, 2235hp, 2240hp, 2245hp, 2250hp, 2255hp, 2260hp, 2265hp, 2270hp, 2275hp, 2280hp, 2285hp, 2290hp, 2295hp, 2300hp, 2305hp, 2310hp, 2315hp, 2320hp, 2325hp, 2330hp, 2335hp, 2340hp, 2345hp, 2350hp, 2355hp, 2360hp, 2365hp, 2370hp, 2375hp, 2380hp, 2385hp, 2390hp, 2395hp, 2400hp, 2405hp, 2410hp, 2415hp, 2420hp, 2425hp, 2430hp, 2435hp, 2440hp, 2445hp, 2450hp, 2455hp, 2460hp, 2465hp, 2470hp, 2475hp, 2480hp, 2485hp, 2490hp, 2495hp, 2500hp, 2505hp, 2510hp, 2515hp, 2520hp, 2525hp, 2530hp, 2535hp, 2540hp, 2545hp, 2550hp, 2555hp, 2560hp, 2565hp, 2570hp, 2575hp, 2580hp, 2585hp, 2590hp, 2595hp, 2600hp, 2605hp, 2610hp, 2615hp, 2620hp, 2625hp, 2630hp, 2635hp, 2640hp, 2645hp, 2650hp, 2655hp, 2660hp, 2665hp, 2670hp, 2675hp, 2680hp, 2685hp, 2690hp, 2695hp, 2700hp, 2705hp, 2710hp, 2715hp, 2720hp, 2725hp, 2730hp, 2735hp, 2740hp, 2745hp, 2750hp, 2755hp, 2760hp, 2765hp, 2770hp, 2775hp, 2780hp, 2785hp, 2790hp, 2795hp, 2800hp, 2805hp, 2810hp, 2815hp, 2820hp, 2825hp, 2830hp, 2835hp, 2840hp, 2845hp, 2850hp, 2855hp, 2860hp, 2865hp, 2870hp, 2875hp, 2880hp, 2885hp, 2890hp, 2895hp, 2900hp, 2905hp, 2910hp, 2915hp, 2920hp, 2925hp, 2930hp, 2935hp, 2940hp, 2945hp, 2950hp, 2955hp, 2960hp, 2965hp, 2970hp, 2975hp, 2980hp, 2985hp, 2990hp, 2995hp, 3000hp, 3005hp, 3010hp, 3015hp, 3020hp, 3025hp, 3030hp, 3035hp, 3040hp, 3045hp, 3050hp, 3055hp, 3060hp, 3065hp, 3070hp, 3075hp, 3080hp, 3085hp, 3090hp, 3095hp, 3100hp, 3105hp, 3110hp, 3115hp, 3120hp, 3125hp, 3130hp, 3135hp, 3140hp, 3145hp, 3150hp, 3155hp, 3160hp, 3165hp, 3170hp, 3175hp, 3180hp, 3185hp, 3190hp, 3195hp, 3200hp, 3205hp, 3210hp, 3215hp, 3220hp, 3225hp, 3230hp, 3235hp, 3240hp, 3245hp, 3250hp, 3255hp, 3260hp, 3265hp, 3270hp, 3275hp, 3280hp, 3285hp, 3290hp, 3295hp, 3300hp, 3305hp, 3310hp, 3315hp, 3320hp, 3325hp, 3330hp, 3335hp, 3340hp, 3345hp, 3350hp, 3355hp, 3360hp, 3365hp, 3370hp, 3375hp, 3380hp, 3385hp, 3390hp, 3395hp, 3400hp, 3405hp, 3410hp, 3415hp, 3420hp, 3425hp, 3430hp, 3435hp, 3440hp, 3445hp, 3450hp, 3455hp, 3460hp, 3465hp, 3470hp, 3475hp, 3480hp, 3485hp, 3490hp, 3495hp, 3500hp, 3505hp, 3510hp, 3515hp, 3520hp, 3525hp, 3530hp, 3535hp, 3540hp, 3545hp, 3550hp, 3555hp, 3560hp, 3565hp, 3570hp, 3575hp, 3580hp, 3585hp, 3590hp, 3595hp, 3600hp, 3605hp, 3610hp, 3615hp, 3620hp, 3625hp, 3630hp, 3635hp, 3640hp, 3645hp, 3650hp, 3655hp, 3660hp, 3665hp, 3670hp, 3675hp, 3680hp, 3685hp, 3690hp, 3695hp, 3700hp, 3705hp, 3710hp, 3715hp, 3720hp, 3725hp, 3730hp, 3735hp, 3740hp, 3745hp, 3750hp, 3755hp, 3760hp, 3765hp, 3770hp, 3775hp, 3780hp, 3785hp, 3790hp, 3795hp, 3800hp, 3805hp, 3810hp, 3815hp, 3820hp, 3825hp, 3830hp, 3835hp, 3840hp, 3845hp, 3850hp, 3855hp, 3860hp, 3865hp, 3870hp, 3875hp, 3880hp, 3885hp, 3890hp, 3895hp, 3900hp, 3905hp, 3910hp, 3915hp, 3920hp, 3925hp, 3930hp, 3935hp, 3940hp, 3945hp, 3950hp, 3955hp, 3960hp, 3965hp, 3970hp, 3975hp, 3980hp, 3985hp, 3990hp, 3995hp, 4000hp, 4005hp, 4010hp, 4015hp, 4020hp, 4025hp, 4030hp, 4035hp, 4040hp, 4045hp, 4050hp, 4055hp, 4060hp, 4065hp, 4070hp, 4075hp, 4080hp, 4085hp, 4090hp, 4095hp, 4100hp, 4105hp, 4110hp, 4115hp, 4120hp, 4125hp, 4130hp, 4135hp, 4140hp, 4145hp, 4150hp, 4155hp, 4160hp, 4165hp, 4170hp, 4175hp, 4180hp, 4185hp, 4190hp, 4195hp, 4200hp, 4205hp, 4210hp, 4215hp, 4220hp, 4225hp, 4230hp, 4235hp, 4240hp, 4245hp, 4250hp, 4255hp, 4260hp, 4265hp, 4270hp, 4275hp, 4280hp, 4285hp, 4290hp, 4295hp, 4300hp, 4305hp, 4310hp, 4315hp, 4320hp, 4325hp, 4330hp, 4335hp, 4340hp, 4345hp, 4350hp, 4355hp, 4360hp, 4365hp, 4370hp, 4375hp, 4380hp, 4385hp, 4390hp, 4395hp, 4400hp, 4405hp, 4410hp, 4415hp, 4420hp, 4425hp, 4430hp, 4435hp, 4440hp, 4445hp, 4450hp, 4455hp, 4460hp, 4465hp, 4470hp, 4475hp, 4480hp, 4485hp, 4490hp, 4495hp, 4500hp, 4505hp, 4510hp, 4515hp, 4520hp, 4525hp, 4530hp, 4535hp, 4540hp, 4545hp, 4550hp, 4555hp, 4560hp, 4565hp, 4570hp, 4575hp, 4580hp, 4585hp, 4590hp, 4595hp, 4600hp, 4605hp, 4610hp, 4615hp, 4620hp, 4625hp, 4630hp, 4635hp, 4640hp, 4645hp, 4650hp, 4655hp, 4660hp, 4665hp, 4670hp, 4675hp, 4680hp, 4685hp, 4690hp, 4695hp, 4700hp, 4705hp, 4710hp, 4715hp, 4720hp, 4725hp, 4730hp, 4735hp, 4740hp, 4745hp, 4750hp, 4755hp, 4760hp, 4765hp, 4770hp, 4775hp, 4780hp, 4785hp, 4790hp, 4795hp, 4800hp, 4805hp, 4810hp, 4815hp, 4820hp, 4825hp, 4830hp, 4835hp, 4840hp, 4845hp, 4850hp, 4855hp, 4860hp, 4865hp, 4870hp, 4875hp, 4880hp, 4885hp, 4890hp, 4895hp, 4900hp, 4905hp, 4910hp, 4915hp, 4920hp, 4925hp, 4930hp, 4935hp, 4940hp, 4945hp, 4950hp, 4955hp, 4960hp, 4965hp, 4970hp, 4975hp, 4980hp, 4985hp, 4990hp, 4995hp, 5000hp, 5005hp, 5010hp, 5015hp, 5020hp, 5025hp, 5030hp, 5035hp, 5040hp, 5045hp, 5050hp, 5055hp, 5060hp, 5065hp, 5070hp, 5075hp, 5080hp, 5085hp, 5090hp, 5095hp, 5100hp, 5105hp, 5110hp, 5115hp, 5120hp, 5125hp, 5130hp, 5135hp, 5140hp, 5145hp, 5150hp, 5155hp, 5160hp, 5165hp, 5170hp, 5175hp, 5180hp, 5185hp, 5190hp, 5195hp, 5200hp, 5205hp, 5210hp, 5215hp, 5220hp, 5225hp, 5230hp, 5235hp, 5240hp, 5245hp, 5250hp, 5255hp, 5260hp, 5265hp, 5270hp, 5275hp, 5280hp, 5285hp, 5290hp, 5295hp, 5300hp, 5305hp, 5310hp, 5315hp, 5320hp, 5325hp, 5330hp, 5335hp, 5340hp, 5345hp, 5350hp, 5355hp, 5360hp, 5365hp, 5370hp, 5375hp, 5380hp, 5385hp, 5390hp, 5395hp, 5400hp, 5405hp, 5410hp, 5415hp, 5420hp, 5425hp, 5430

PARTS AND ACCESSORIES REPAIRERS, ETC.

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FORD parts, reconditioned carburetors, dynamo, distributors 43 cu. ft. pump 50/1, commercial flywheels 42; commercial clutches 23—R. R. Jackson, Peterham Yard, Off Byfleet, Tel. Byfleet 2832. [3506]

HILLMAN, Humber, Sunbeam-Talbot, exchange units and parts service engines, gear boxes, differential units, prop shafts, front axle assemblies, radiators, etc. 1936-47—Hadley Green Garage, Ltd., Barnet 0910. [1952/R]

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock, musical horns, 6- and 12-volt Windtoms, 8-volt, 12-volt, 16-volt, 24-volt, Queen St., London, W.C.2. Tel. Holborn 4465-6. [1951/R]

CROWN and pinions, new stock available for some Morris, Austin, Vauxhall, Ford, Renault, Singer and other cars; engine and gearbox parts, details of cars, Tripart, Aerodrome Rd., Watford, W. Haddon, N.W.4. Hendon 7055-6. [1951/R]

CHESSINGTON SALVAGE CO., Ltd., are the best buyers of crashed and burnt-out motor cars from 1935-50; since 1935-50; send full details of car, stock covers most makes and models; send for lists; all enquiries answered, mem. M.V.D.A. [1952/R]

INCORPORATED in the vehicles we are now dismantling are the following—49 Alford coupe, 39 Alvis 14 and 35 Ford 20, 35 Armstrong 12hp, 35 Austin 14, 12-6 York and 37 Goodwood, 35 and 37 Buick 31 and 30, 40 Bedford new van, 38 Chevrolet 30hp, 35 Hillman Minx, 35-12, 37 and 35 Hudson 22hp, 37 Humber 12 and 35 10hp, 34 Lancaster 10hp, 36 M.O. type M.A., 35 Morris 8 van, 37 8-2 2hp and 35 Major, 37 Opel 24-hp, 38 Renault 27hp, 35 Riley 9hp, 32 Rover 10hp and 37 14hp, 37 Singer 9hp, 35 Standard 3hp coupe, 37 Studebaker 6- and 8-2 2hp, 38 Sunbeam-Talbot 20hp, 35 S.S. 12hp 35 Airline, 35 and 36 Vauxhall 14hp, 39 Triumph Dolomite 2-litre and 34 10 10hp. [1952/R]

CHESSINGTON SALVAGE CO., Ltd., Church Lane, Chessington, Epsom 4026 (4 lines). [1951/R]

THE Humber specialists; all spares, new and second-hand for Humber, Hillman, Commer, 1950-1948 W.D. models; engine, gearbox, chassis, etc. available Super-Super high-speed diff. units, all parts for 4-wheel drive—Hedgeley Garage, Maripit Lane, Coudon, Surrey, Updon 2637. [1942/R]

BREEN—Dismantling Austin 75, 1934 Austin 8, Austin 12-6, 1936 Talbot 14, 18 and 21, Rover 14, 1938 Singer 12, 1940 Riley 14, 1941 Humber 14, 1941 Morris 8, 1941 Morris 12, 1941 Armstrong 12 and 17, Sunbeam-Talbot 10, Bentley 3, 4, 6 and 6-1/2, Lancia Lambda, 1941 Rich Rd., Waltham, N.25. Hillside 2393. [1915/R]

CANADIAN and American Ford V.8 Mercury, utility and saloon parts; Ford V.8, Ford 8 and 10hp engines, gear boxes, axles, accessories, etc. available from stock; outright sale or exchange—Whitfield Garage, Ltd., Whitfield Rd., Bournemouth. 1962 bourse 64497. [1962/R]

DISMANTLING at Motolymia, 1939 and 1949 Standard 19's, 36 Armstrong 17, 37 Wolseley 18, 37 Austin 12, 36 Alvis 24, 36 Morris 14 and 16, Talbot 3, 5 Hudsons; many others; wheels respoled on premises; new Jaguar, new car, 1950 Bentley 4-1/2, 4-1/2, chassis complete 10098s—Motolymia, Oswestry, Tel. 480. [1944/R]

TELL the town—Difficult car parts: special service in rebuilding steering columns, gear boxes, rear axles, quick return, road wheels re-spoked 3 days; now dismantling 155-36 Austin 20, 35 Riley 9, 35 Chrysler 10, 34-57 Austin 12's, 35-36 Armstrong 17, 36 Chrysler; many others stock makes, quantities new Austin and Standard parts—Wards, Motolymia, Leasowes Rd., Wallasey, Tel. 4151. [1915/R]

BURT'S MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, 42-48 Humber, Lancaster 10, Utility Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc.; tyres, gaskets, king pins and electrical equipment, etc., and bushes, lamps, pumps, silencers, tools, tyres, competitive prices—119, R. St. Colliers, Birmingham. 6 W 19, Liberty 2665 and 4754. [1942/R]

Parts and Accessories Wanted

RILEY 6-cyl. block 1935 (Stelvio) wanted, must be sound.—Box 3549. [1701]

STANDARD 9 cylinder block or engine urgently required.—Rev. L. R. Melling, St. Mark's Vicarage, Devoy, Scarborough. [1701]

WANTED for Lancaster 10 rear axle or worm and wheel, 1932-35 pattern.—Bennett, 39, Grandmoor Rd., Coventry. [1245]

WANTED, cyl. block for 1938 Lancaster 19.39 de luxe 18, urgent.—M. G. Focarty, 13-19, Guildford St., Chertsey, Tel. 350. [1291]

PETROL PUMPS

TWO only second-hand electric petrol pumps, by T. Borer, good working condition, 250 volt A.C., 415 each—Harcourt Motors, Chandos St., Leamington. [1264]

PISTONS

BROOKLANDS ENG., Portsmouth Rd., Cobham, Surrey 1505—Market pistons and K.E.S.6s hand-forged valves to pattern or sketch. [1015/R]

SPORT, racing and obsolete-type pistons to your specification, with delivery in 7-10 days, in fully heat-treated "V" and Lo-Ex alloys; a high-class organisation. "Alax" the pistons with a future.—B. & C. Pearson, Wilson Works, Warwick Rd., Kewle, Birmingham. 19054. [19054]

PISTON RINGS

PISTONS machines and fitted with proprietary all-steel rings to prevent oil consumption; 24-hour postal service on most makes.—Holgate, Ltd., 10, Busby Hall Rd., Watford, Watford 4518. [2192]

RADIATOR MUFFS, ETC.

GALLAY, Ltd., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. [1058/R]

GALLAY, Ltd., specialist in new radiators, fuel tanks and oil coolers for racing and sports cars. [1058/R]

GALLAY, Ltd., give immediate service—Please send enquiries to 105-109, Scrubbs Lane, Willesden, London, N.W.10. Led. 3644. [1058/R]

MATCHLESS RADIATOR & BODY WORKS, 1950, Old Kent Rd., S.E.1. Bermondsey 1577. Repairs of every description. [1064/R]

JOHAN LANCASHER RADIATOR, Ltd., Head Office, 1, Lower John Lane, W.1. (Clarendon 272-5). Right branches covering South England. [1003/R]

1000, radiator muffs and winter shields stocked from 20/- each; radiator lamps, 18/3; windscreen defrosters, 6/- or 12/6; road and fog lamps from 25/-; Young's 52 Tooting New Rd., Balham 7791. [1042/R]

REPAIRERS, WELDING, ETC.

BARIMAR for scientific welding repairs under Barimars Guarantee. [1042/R]

CRACKED and broken cylinder blocks and heads, fractured and worn valve assemblies, cracked crankshafts and all other motor parts perfectly repaired by Barimars low-temperature process. [1042/R]

BARIMAR, House No. 24, Shirley, Add. Watford 4518. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [1047/R]

KENAUTON. [1047/R]

COTAL rear box specialists. [1047/R]

WE specialise in reconditioning the following cars.— [1047/R]

CITROEN, Delage, Delahaye, Hotchkiss, Peugeot, Renault, Bugatti, Panhard. [1047/R]

ACT job at right price. [1047/R]

KENAUTON Arlington Works Arlington Rd., St. Marcellus, Middlesex. [1047/R]

NEW MALDEN MOTORS Ltd. [1047/R]

QUICK and efficient repairs, rebores, silencers and exhausts repaired, drain skimmers, crash specialists, panel beating, re-chroming, re-chroming— [1047/R]

EXHAUST solid-drawn mild steel tubing for construction, all types of valves and gauges in stock. [1047/R]

C. HARBOUR, 5101 Hill Garage, Off West Rd., Leamington, Middlesex. [1047/R]

SHIRLEY, Croydon—Complete overhauls and repairs; also cellulose spraying by qualified workmen—Ham Garage, W. Newham Rd., Shirley, Add. Watford 4518. [1047/R]

LAYSTALL ENGINEERING CO., Ltd., specialists in welding.—53, Off Sudok St., S.E.1. (Waterloo 5141). [1042/R]

NA.C.C.O. the stem of good engine repairs prompt; efficient overhauls older type engines specially catered for.—List of members from Secretary, N.A.C.C.O. [1060/R]

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sunder & Co., Victoria Rd., Hendon, N.W.4. Hendon 1286. [1012/R]

UBRIDGE.—Gregory's of Uxbridge, Ltd., are pleased to inform all those for whom they can undertake any repairs to any car; large stock of Vauxhall spares and accessories.—Uxbridge 137, Maidenhead 707. Wycombe 429. [1070/R]

GALLAY, Ltd., can give immediate service in the repairs and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 105-109, Scrubbs Lane, Willesden, N.W.10. Led. 3644. [1058/R]

A SPECIALISED service offered to racing and sports car owners; for better performance, increased cooling and even heat distribution, have your cylinder head super-plated, completed by technical experts. Farm Repairs, Ltd., Fishley Gate, Nottingham. Tel. 45816. [1036/R]

WEST Midlands—Fisherley service to the trade for engine component machining and grinding; comprehensive repairs facilities and spares for fuel injection equipment, car and commercial vehicle engine exchange plant.—Pralls (Hereford), Ltd., Tel. Hereford 4221-3. [1051/R]

U CONCESSIONAIRES Ltd., offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U. Concessionaires Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield 1052-41) and 5, Jubilee Place, Chelsea, (Fleming 7752-5). [1061/R]

XLESHAFTS RECOVERY CO. (Meyers Process). Are you losing the use of your car because of a broken axleshaft or worn axle casing? The former can be repaired and the latter restored to original limits by fitted barshaft, send your damaged one to us and we will forward you a replacement.—Montrose Motors, Ltd., Wembley 2556-4443. [1076/R]

ROOF AND REAR LUGGAGE RACKS
MT.D.N.G. beautifully made; 48/19.8, carp. pad.—George Grose, Lodgegate Circus, London, Central 5641. [1061/R]

PORTARACK—Telescopic roof luggage rack, one model fits all cars—Parr Equipment Co., Ltd., 80, Avenue Road, W.14 (opposite Olympia). [1014/R]

VICTORIA Roof Racks to fit your car seen everywhere. New Sunbeam, the Victoria 13, and the Victoria Tarpon 13 fit your car or garage or the World Concessionaires & Co. Victoria 2211. Victoria 2211. [1061/R]

ROOF AND REAR LUGGAGE RACKS

LUGGAGE carriers, chromium, tubular, for T.C. L.T.D. M.G. 48; Morgan Plus-Four, Jowett Junior, 48/18/6; XK120, 47 panel, 47/10 panel; Austin 6; Rover, Morris Minor, Standard 6; 45/15; Fiat 500; 45, Folding steel—Morris 8; Minx, Ford 8 and 10, 45/-; postage extra.—V. W. Derrington, Ltd., 199-19, London Rd., Kingston 5621-2. [5107/R]

RUNNING BOARDS

NEW running boards always available from stock to L. H. Morris, Ford, Wolseley, Austin, Vauxhall, Standard, Humber, Hillman, Singer, Rover, etc.—Brooks, Vandon Court Passage, Petty France, S.W.1. Tel. Abbey 7753. [1945/R]

SAFETY GLASS

TRIPLEX
EXPRESS REPLACEMENT SERVICE—wholesale and retail. [1061/R]

LONDON: Newton's (Kensington) Glass Merchants, 126, Old Brompton Rd., S.W.5. Tel. Fremantle 3412. [1061/R]

WATFORD: Balmer's Glass Merchants, Derby Rd., Watford. Tel. Watford 4268. [1061/R]

SOUTHEAST: Smith's Glass Merchants 632-4, London Rd., Westcliff-on-Sea, Tel. Southend 4248. [1061/R]

AL the above are official Triplex stockists. [1065/R]

SHOCK ABSORBERS

FIT while you wait—Neasden Lane, N.W.10 (Gla. 7811); 2a New Cross Rd. (New Cross 5564); Savoy Parade, Enfield 5170; Tancard St., Taunton 2795. [1019/R]

MIDLANDS Replacement Service—Triplex safety glass cut and fitted frames. [1061/R]

ARTHUR R. PRICE (ASTON MANOR), Ltd., Vero Works, Park Lane, Aston, Birmingham, 6. Aston Cross 3236-7. [1961/R]

TRIPLEX—"While you wait" replacements—British Steel Frame Co., Ltd., Bishopgate 9611-12. See "Windscreens." [1042/R]

SAFETY glass supplied, cut and fitted to any pattern.—G. W. Wilkin, Ltd., 1, Weston Park, and 64, Eden St., Kingston 2241-4. [1961/R]

ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. [1061/R]

NEW exchange shock absorbers, replacement links and universal joints available from stock from your local garage or [1061/R]

LONDON and the South of England. [1061/R]

PARR EQUIPMENT CO., Ltd., 2, Avenue Road, W.14 (opposite Olympia). Fulham 4211 (5 lines). [1061/R]

BIRMINGHAM, West Midlands and Central Wales. [1061/R]

MARLER & PARTNERS, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901. [1061/R]

DICKINSON (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham, Nottingham 4667-8. [1061/R]

NORTH WEST England.— [1061/R]

BRACKFORD MOTORS, Ltd., Brook's Bar, Manchester, Moss Side 2245-9. [1061/R]

SCOTLAND.— [1061/R]

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow, Tel. No. Douglas 0636. [1061/R]

SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [1049/R]

SPAX suspension services. [1049/R]

IMMEDIATE exchange service for practically every known make and type of shock absorber (spas provided as below). [1049/R]

RKNOWSTON—GIRLING—LUXAV types, all models from 24/- each. [1049/R]

AERICAN and Continental types with wishbone arms for front suspension units. [1049/R]

INDPENDENT front suspension unit service—advertisement under that classification. [1049/R]

SEND now for illustrated literature, generous trade terms. [1049/R]

SPAX, Ltd., 6, Fortes Rd., London, N.W.5. Tel. Out. 0121 (4 lines). "Grams"—Furness, Norwich 1960/R. [1960/R]

JOHAN A. SPARKS & Co. for [1061/R]

LUXAV & GIRLING.—As the largest stockholders we can now execute 95% of all orders received, immediate exchange replacement. [1061/R]

JOHAN A. SPARKS & Co., Girling Main Distributors, Stratham Hill, S.W.1. Tel. 2434 (4 lines). [1061/R]

ROBIN HOOD GARAGE (Anerley), Ltd., Repare with Rotoflo. [1056/R]

ORDERS despatched same day post or rail. [1056/R]

TRADER enquiries welcomed. [1056/R]

OVER the counter service. [1056/R]

FIT and forget. [1056/R]

LET us have your linkage for conversion and [1056/R]

OBTAINE the "new ride" from the main distributors for London (South of the Thames), Kent and Surrey.—Croydon Rd., Anerley, S.E.20. Tel. 8-11. [1056/R]

ROBIN HOOD GARAGE (ANERLEY), Ltd. [1007/R]

32/6—Exchange reconditioned shock absorbers.— [1007/R]

Widham's 18, Balham Hill, S.W.12. [1049/R]

ROTOLO dampers, distributors for North, North-West London and Hertfordshire; large stocks for immediate conversion; trade enquiries invited. [1049/R]

BROADFIELD'S GARAGE & ENGINEERING CO., Ltd., 55, Wades Hill, Winchmore Hill, N.21. [1019/R]

ALL types, Eastern Counties largest stockists, Armstrong, Girling, Luxav, Newton etc. makers' units. [1049/R]

—Premier, Fairbank & Carr, Ltd., Ipswich Suffolk. [1049/R]

PARTS AND ACCESSORIES. REPAIRERS, ETC.

SHOCK ABSORBERS

YOUNG'S shock absorber reconditioned exchange service, popular models 2/6 each; Ruts from—Young's, 33, Tooting Bec Rd., S.W.17, Balham 7791. (1947/R)

RTOFLO shock absorber service available immediately from the distributors—Carrie's Tyre Development, Ltd., Church Gate, Leicester, Tel. 63551-2-3-4. (1948/R)

SERVICE unsurpassed—Change to Rotoflo; your linkage reconditioned fitted to Rotoflo dampers and returned same day as received. North London, Herts and Central Bucks distributors. (1948/R)

BROADFIELD'S GARAGE & ENG. CO., Ltd., 58 Broadfield Hill, Winchester H.I. S.21, Laburnum 5888. (1948/R)

RECONDITIONED guaranteed shock absorbers and links, most types 1933 onwards; 20/- each; exchange—Rayward, 21a, Ancoaster Rd., Beckenham, Kent, Tel. 1409. (1948/R)

DELCO LOVOT shock absorbers—reconditioned; service 48 hours; some Wishbone type, exchange; specialists front suspension—L. J. Brown, Ltd., 17, Oxford Mews, W. Pad 1772. (1948/R)

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control; conversion kits available; M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1, Gros 4141. (1948/R)

SCOTLAND—For shock absorber service contact the leading stockists: Armstrong, Orling-Lavay, Newton, Woodhead, Monroe, all modern stock; immediate despatch of replacement units or conversion sets; trade or retail enquiries welcome—The Automobile Centre, 100, St. Edinburgh, S. Tel. 26257. (1948/R)

SHOCK absorbers—The most comprehensive stocks in the North for Girling, Lavay, Armstrong, Orling and Woodhead-Monroe; old cars having damper problems receive specialised attention with genuine maker's replacement—The Birmingham Motor Co., Ltd., 9, Olney Rd., Leeds, S. Tel. Leeds 52827-8; Wire Traffic, Leeds. (1948/R)

THE London distributors for West and East areas for the wonderful Rotoflo new principle shock absorbers are Messrs. Shock Absorber Service, 25, Lower Clapton Rd., W.5, and also equipped to give "over the counter" service for dampers to fit most cars; please send your old car's make and linkage which will be returned. Tel. Amhurst 6466 for information; trade discount given—West End Depot, 4, Exbridge Rd., Shepherd's Bush, S. Tel. Shepherd's Bush 4251. (1948/R)

SILENCERS

SERVAIS, straight-through silencers, quicker and quieter, fitted by leading manufacturers; your dealer can supply; trade enquiries invited—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladsione 5769. (1947/R)

SPEEDOMETERS

RICHFIELD SPEEDOMETER repairs—Rev. counters, electric and lever clocks by Richfield's most prompt, efficient and economical service; immediate replacements for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed—see below.

SPEEDOMETER cables—20,000 in stock; any make or S type; state year, make and h.p.; all cables guaranteed.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Tel. 9402 (5 lines). Established 1878. (1947/R)

SPEEDOMETER SUPPLY CO., Ltd., 54, Shelton St., Long Acre, London, W.C.2. Establishers 1916. Temple Bar 2700. (1945/R)

PRIDE & CLARKE, Ltd.—All spares in stock; speedometer heads repaired and set to zero from 1 1/4-inch scale; quotations—Stockwell Rd., S.W.9. Brix 6251. (1942/R)

BUSINESS AND PROPERTY

A NET profit of £1,000 p.a.; West Country garage; trade £12,000 p.a.; house; freehold £6,750—Box 3498. (1953A)

MESSERS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23394), offer the following:

WEST Sussex—Small country agricultural estate, with filling station and car hire business with accom. freehold, goodwill and equipment; £2,000, s.a.v. (1952A) £4,250. (1952A)

S garage with self-contained accom. over; offered freehold at either £6,000 or £9,500 with part possession.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. (1952A)

FOR garage and motor business vendors or purchasers in situation, see the specialised dealer—John Swift & Sons, Ltd., 34, The Mall, Ealing W.5. (Baline 2956). (1951)

£30,000—South Kensington; old-established garage business, garage 14 cars, 2 flats (let), fully equipped workshop, 10-man staff, 10-man lift, 10-man trailer, breakdown tender, furnished office, etc.—Box 5586. (1952A)

SHOP, bestest position, Hammersmith, parking, unique situation, spares, accessories, motor electrical engineering; also yard, office, store; no premium, sensible rental, propositions considered; station 250 yds, 625 sq ft available—Kni. 2478. Flat. 9238. Write 27. (1952A)

FOR sale as a going concern, garage and filling station in B. prosperous area, with petrol area, together with house, membership in M.A.A., ideally suited for car sales, repairs, also for tractor repairs and sales; price freehold for garage and house, £15,000; s.a.v.; very substantial mortgage could be arranged—Write Box 3048. (1952A)

BETWEEN Chichester and Portsmouth—Prominent truck road position; old-established motor and marine engineers' business for disposal; freehold premises, deep forecourt with 4 pumps, workshop, stores, etc., showroom and office; excellent dwelling house; all main services; ample room for development; 800 sq ft, 111,000 (all-in)—Agents, Jackson-Stops & Shaw, 37, South St., Chichester (Tel. 2633/4). (1951)

SPEEDOMETERS

AUTO TEMPO METER CO., Ltd., Speedometer Specialists—All makes of speedometers and revolution indicators repaired and service exchanged; large stocks of cables, all instruments guaranteed; also specialists' established 35 years—140-2, Kings Cross Rd., London, W.C.1. Terminus 9635-4. (1946/R)

SPRINGS

ROAD springs, immediate delivery, front and rear. N. Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others. (1948/R)

W. N.W. Hendon 7605-6. (1948/R)

WEST LONDON REPAIR CO., Ltd., Wim. 6516-7. Rebuilt or manufactured; all springs tested for static load and rate of def.—56a, High St., Wimbeldon. (1951/R)

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the A. RHOOT low-pressure supercharger can give early delivery of installations for M.G., Morris, Austin, Austin A40, all Fords, Riley 1 1/4-lit., Standard, Triumph, Williams, Hillman, Bristol, Rover, Sunbeam, 1 1/2-lit., Wolseley 6-50 and other cars. (1947/R)

CARBURETTORS, Ltd., Granville Rd., N.W.10. (1947/R)

MARSHALL-NORDEE low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater economy with complete reliable installations for Austin, Ford, M.G., Triumph, Vanguard, etc., for home and export orders; prices, new and rebuilt, on request.

NORTH DOWNS ENGINEERING CO., Westway, Caterham, Caterham 2365. (1955/R)

TYRES AND TUBES

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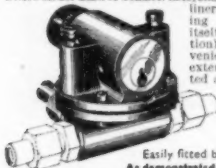


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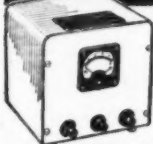
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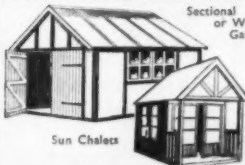
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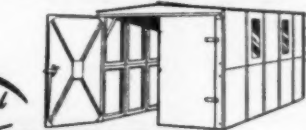
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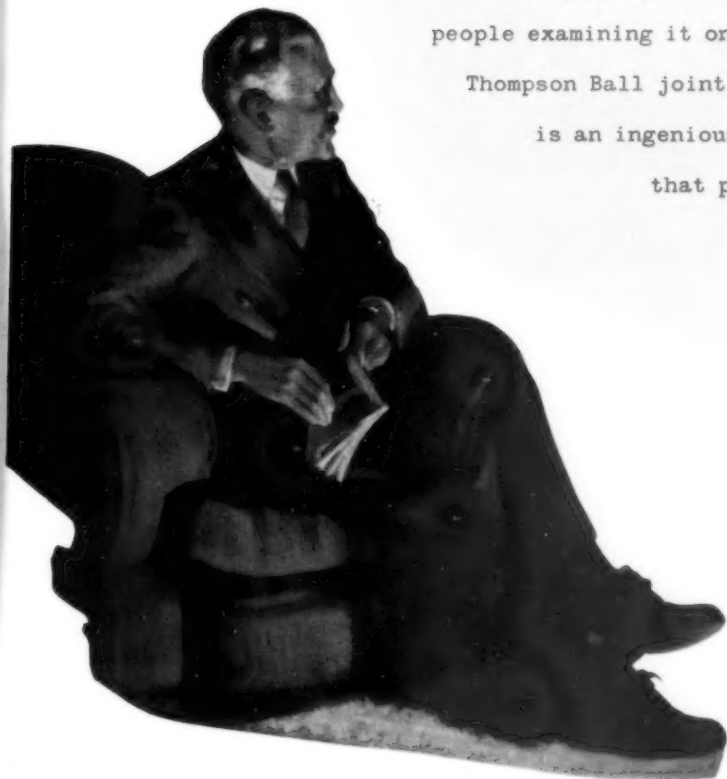
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